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HISTORY

OF

NEW BEDFORD

AND ITS

VICINITY

1602-1892.

BY

LEONARD BOLLES ELLIS

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PREFACE.

IT has been a pleasure for many years to delve among the archives of my native city, and from its historic treasures to gather records of incidents and events which occurred in the early years when it was a part of the ancient township of Dartmouth; to glean from rare documents and papers interesting facts that bear upon its entire history; and to receive from aged lips, now forever silent, well authenticated traditions and stories of local interest. With the kindly assistance of many fellow citizens, this collection of historic material has been largely extended, and is now presented in this volume. It has been my endeavor to give a faithful history of New Bedford and its vicinity.

L. B. E.

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HISTORY

OF

NEW BEDFORD.

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FOUNDING AND DESTRUCTION OF DARTMOUTH.

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THE history of New Bedford as a definite part of the Commonwealth of Massachusetts, and of the old town of Dartmouth, would properly begin with the record that, in the year 1765, Joseph Rotch, who had previously settled on the Island of Nantucket, came here with his capital, energy, and enterprise to establish himself in the whaling business. He found here upon his arrival a little hamlet, comprising among its inhabitants Joseph Russell, John Loudon, ship builders; Benjamin Taber, block maker and boat builder; Gideon Mosher, mechanic; Elnathan Sampson, blacksmith. Under the impulse of these sturdy pioneers, Bedford village was founded and grew.

But in order that the reader may gain a comprehensive idea of the immediate locality and of the influences leading to its settlement, it is important to note briefly the march of events for a considerable period prior to the date above recorded, some of which were of vital importance,

not only to the settlement of the locality with which this work is concerned, but to the early settlement of the Atlantic coast and the birth of freedom in the New World.

In 1602 Bartholomew Gosnold, with a company of adventurers, sailed in the ship *Concord* from Falmouth, England, in quest of a more direct route to America than had been traversed by the earlier explorers, and also to establish a plantation on the coast. Rounding Cape Cod, which he named from the abundance of fish he observed near the shores, Gosnold landed on the west end of an island which he named Elizabeth, in honor of the English Queen. This island is known to the present generation as Cuttyhunk. On a little islet in the pond on that island he built a fort and store-house, and a flat-bottomed boat with which to reach them.

While these operations were going on, Gosnold, being desirous of seeing the main land, took several of his companions with him in his bark, crossed the "stately sound" and landed on the shore near Round Hills. They were cordially received by a company of Indians, men, women, and children, who made them presents of "skins of wild beasts, tobacco, sassafras root, turtles, hemp, artificial strings colored (wampum), and such like things." Gosnold found these natives "a fair conditioned people" and "the main the goodliest continent he had ever seen, promising more by far than we any way did expect, for it is replenished with fair fields and with fragrant flowers, also meadows, and hedged in with stately groves, being furnished also with pleasant brooks and beautified with two main rivers."

It was this company of adventurers under the leadership of Gosnold, "an active, intrepid and experienced seaman from the west of England," that may be properly deemed the advance guard in the march of civilization to New England, and their visit to the shores of Dartmouth as the beginning of its history.

In 1620 the *Mayflower* came to the shores of New England, bringing the colony of sturdy men and women who, for conscience's sake, had fled from their native land. Amid hardship and suffering, the new nation was born that now holds dominion from ocean to ocean. Other vessels, immortalized in history, followed with their companies of people who shared in the early experiences and honors of the new Common-

wealth founded at Plymouth. Following these came the colonists who settled in Salem in 1628, and those of Massachusetts Bay in 1630.

From these and from subsequent settlements went out the bands of pioneers who penetrated the wilderness and forests of New England, who pushed their way to the coast of the Narragansett and Buzzard's Bay, established their homes and farms, and dwelt among the Indians who for many years were the unswerving friends of the white men, but who, from varied causes, later on became bitter and relentless foes. The friendly attitude of the Indian tribes made it possible to establish centers of civilized communities, and in due time the towns of Duxbury, Scituate, Middleboro, Taunton, and Dartmouth came into existence.

In 1652 the territory of Dartmouth was purchased of the good Massasoit and his son Wamsutta, and the deed was recorded in 1664. It reads as follows:

"NEW PLYMOUTH, November the 29, 1652.

"Know all men by these presents, that I, Wesamequen and Wamsutta my son have sold unto Mr. William Bradford, Captain Standish, Thomas Southworth, John Winslow, John Cook, and other associates, the purchasers or old-comers, all the tract or tracts of land lying three miles eastward from a river called Cushenagg, to a certain harbor called Acoaksett, to a flat rock on the westward side of the said harbor.

"And whereas the said harbor divideth itself into several branches, the westermost arme to be bound, and all tract or tracts of land from the said westermost arme of the said river of Cushenagg, three miles east of the same, with all the profits and benefits within the said tract, with all the rivers, creeks, meadows, necks and islands that lie in or before the same, and from the sea upward to go so high that the English may not be annoyed by the hunting of the Indians, in any sort of their cattle. And I, Wesamequen and Wamsutta do promise to remove all the Indians within a year from the date hereof that do live in said tract. And we the said Wesamequen and Wamsutta have fully bargained and sold to the aforesaid Mr. William Bradford, Captain Standish, Thomas Southworth, John Winslow, John Cook, and the rest of their associates or old-comers to have and to hold for them and their heirs and assignees forever.

"And in consideration hereof we the above mentioned are to pay to the said Wesamequen and Wamsutta as followeth:

"Thirty yards of cloth, eight moose skins, fifteen axes, fifteen hoes, fifteen pairs of breeches, eight blankets, two kettles, one cloth, £22 in wampum, eight pairs stockings, eight pairs of shoes, one iron pot, and ten shillings in another commoditie.

"And in witness hereof we have interchangeably set to our hands the day and year above written. In the presence of, Jonathan Shaw, Samuel Eddy.

"JOHN COOKE,
JOHN WINSLOW,
WAMSUTTA His M M Mark."

In this connection is also found the following document in records of deeds, Plymouth Colony, book 2, page 107.

"The names of those who by order of the purchasers met at Plymouth the seventh day of March, 1652, who by joint consent and agreement of the said purchasers are to have their parts, shares or proportions at the place or places commonly called and known by the names Acushena, alias Acquessent, which entereth at the western end of Weeckatay and to Coaksett, alias Acoakus, and places adjacent, to extend three miles to the eastward of the most easterly part of the river or bay called Coaksett, lying on the west side of Point Pritt[1] and to the most westermost side of any branch of the aforesaid river, and to extend eight miles into the woods, the said tract or tracts of land so bounded as above said, which is purchased of the Indians, which were the right proprietors thereof, as appears by a deed under their hands, with all marshes, meadows, rivers, waters, woods, timbers, and other profits, privileges, emunities, commodities and appurtenances belonging to the said tract or tracts above expressed, or any part or parcel thereof to belong unto the parties whose names are underwritten who are in number thirty-four whole parts or shares, and no more, to them and their heirs and assignees forever.

"Mr. William Bradford, one whole part or share. Captain Standish, Mr. John Alden, Mr. Collier and Sarah Brewster, Mr. Howland and William Bassett, George Morton, Mannasses Kempton, James Hurst, John Dunham, sr., John Shaw, sr., Francis Cooke, John Cooke, Joshua Pratt, George Soule, Constant Southworth, Thomas Southworth, Miss Jennings, Steven Tracye, John Faunce, Henry Sampson, Philip Delanoye, Miss Warren, Robert Bartlett, William Palmer, Edward Dotye, Samuel Hickes, Peter Brown, Francis Sprague, Moses Simons, Samuel Eaton, Thomas Morton, Samuel Culbert, Edward Holman, Edward Bumpus. In all thirty-four shares."

These were the owners of the whole township of Dartmouth in the year 1652. There were, however, a number of settlers in the township prior to that date. The town of Dartmouth was incorporated in 1664, and sent its first representative, John Russell, to the General Court at Plymouth.

John Cooke, a prominent figure in the early history of Dartmouth, was one of the boys of the Pilgrim Colony, and came to this country with his father, Francis Cooke, in the *Mayflower*, in 1620. He was a Baptist preacher and was the only one of the original grantees who became a resident in the town. He represented the town at Plymouth Court for six years, was authorized to make contracts of marriage, to administer oaths and perform other legal duties, that made him one of the important men of the town. His home was located in

[1] Gooseberry Neck (Point Prill.)

Oxford Village, Fairhaven, and its ruins formed the meeting place for Church's soldiers in the prosecution of King Philip's war. Cooke's garrison, of which I shall speak later, was named for him. He died in 1694, and was buried on Burial Hill, Oxford Point, Fairhaven.

In 1675 the township of Dartmouth was destroyed by the Indians, its inhabitants put to merciless torture and many of them slaughtered in cold blood, while their houses were burned and their farms pillaged. Those who escaped fled to the garrisons for protection and safety. This grave condition of affairs was recognized by the Plymouth Court, and the following order was passed October 14, 1675:

"This Court taking into their serious consideration the tremendous dispensations of God toward the people of Dartmouth in suffering the barbarous heathen to spoil and destroy most of their habitations, the enemy being greatly advantaged thereunto by the unsettled way of living, do therefore order that in the rebuilding and resettling thereof, that they so order it as to live compact together, at least in each village as they may be in a capacity both to defend themselves from the assault of an enemy, and the better to attend the public worship of God and the ministry of the word of God, whose carelessness to obtain and to attend unto we fear may have been a provocation of God thus to chastise their contempt of his gospel, which we earnestly desire the people of that place may seriously consider of, lay to heart, and be humbled for, with a solicitous endeavor after a reformation thereof, by a vigorous putting forth to obtain an able, faithful dispenser of the word of God amongst them, and to encourage them therein, the neglect whereof this Court, as they may and must, God willing, they will not permit for the future."—*Book* 5th, *Court Orders*, page 102.

The demoralization of the township was so complete that for a number of years taxes were suspended and the unfortunate people relieved of many burdens. With the death of King Philip terminated the difficulties with the Indians in this vicinity, the courage of the people began to kindle and the town again took new life.

To comprehend the train of events that culminated in such fearful disasters to the early towns, and especially to Dartmouth, it is important to investigate the relations of the colonists with the Indians from the earliest period. The difficulties that beset the Pilgrims in their earliest history were manifold in character and perplexing in the highest degree. Fleeing from persecution and outrage in the old world, they met at the very threshold of the new, experiences fraught with suffering, privation, want and death. They found themselves in a land not their own; with little or no knowledge of its people; with no organization

save that of the compact made on the *Mayflower;* and with the broad ocean between them and the strong arm of civil and judicial government. The severity of the climate, the hardness of the soil, and the terrible uncertainties of the future, the successions of sickness and disaster, the oppression of isolation, and the distance from their former homes and scenes made the stoutest heart tremble with evil forebodings. To all this was added a problem that required nearly a century for its solution, and which continues even to the present time in a measure unsolved—a problem loaded with disgrace and injustice meted out to the native of the forest.

In 1614, six years before the arrival of the Pilgrims, the master of a ship belonging to Capt. John Smith's expedition had come to "fit for Spain with the dried fish," and added to the cargo "four and twenty poore salvages," whom they carried to Malaga, where they undertook to sell them into slavery. Many of these were rescued from an untimely fate by Spanish friars, who gave them instruction, treated them as brothers, and taught them in their religious faith. Again, just before the Pilgrims set up their colony at Plymouth, an English captain had enticed a company of Indians on board his vessel and shot them down in cold blood. Regardless of the fact that the early Jesuits had received from the Indians only the kindest treatment, and that Hudson and Champlain were similarly received in the early years of the seventeenth century, the latter opened fire upon the natives near the lake that bears his name and was, according to his journal, "highly pleased at the astonishment and fear created among the few Indians who appeared to him by the sound of the guns and the sudden death of some of their number." Similar treatment was accorded the natives in other parts of the New World; and the tale might be indefinitely continued.

It is not to be wondered at that three months elapsed after their arrival before the Pilgrims saw the faces of the natives of the soil, and when the Indians told their stories of outrage the reasons were clearly apparent why they had delayed so long in communicating with the whites. "For," says Governor Bradford, "by all which it may appear how far these people were from peace and with what danger this plantation is begun."

Prejudged from the very beginning, the early settlers were destined

Henry Tabor

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to suffer untold violence and horrible torture from the Indians; but their own acts of injustice, their occupation and possession of the land that had been the home and hunting-ground of the natives, went far to intensify the troublesome condition of affairs. From 1623 to 1675 there was a succession of disturbances between the colonists and the Indians. Without doubt the encroachments on their lands, the enmity springing out of the attempt of the English to settle the disputes of the Indians, the frequent acts of injustice and wrong by the white men —all these causes and more, assisted in bringing on the clash of arms. It must be remembered that while the tomahawk, the scalping-knife, and the bow and arrow were the cardinal weapons of the Indians, they had early learned how to use the gun and were well supplied with firearms at the time.

The immediate cause of the outbreak that brought such disaster to Dartmouth was the murder of Sassamon, a friendly Indian, who, being in King Philip's confidence, had visited Plymouth and revealed to the authorities Philip's hostile intentions. He learned that for a considerable period King Philip had been maturing plans for a general destruction of the English settlements. His revelations were at first received with incredulity by the authorities, as matters had for some time been of a peaceful character. They, however, decided to investigate, and in a few days sent for King Philip to appear at Plymouth. This summons not being responded to, it was learned that Sassamon had been murdered and his body thrown under the ice into the pond at Middleborough. The suspected Indians were arrested, tried before an English jury and condemned.[1] Two days before their execution, April 8, 1675, war dances were held by the Indians (Sagonites); and the day after, the squaw sachem, Weetamoo, met Captain Church on Rhode Island and told him that Philip intended to begin a war on the English settlements, and had already granted authority to his people to kill the cattle of the settlers.[2]

[1] Josiah Winslow states that these Indians acknowledged the fairness of their trial, and one of them confessed the crime.—*Mass. Hist. Coll., I,* 428.

[2] "Philip, better known as Metacomet, was king of the Pokanokets, a tribe occupying that tract of country about Bristol and Mount Hope, and extending to Little Compton. When our Pilgrim Fathers landed at Plymouth in 1620 the good Massasoit was king, he who greeted them with a cordial welcome, and with whom friendly relations were maintained during his life. He was suc-

These events were full of significance, and foreshadowed the attacks upon the settlements. The soldiery of the Plymouth and Massachusetts Bay colonies were being marshaled to resist the savages, but this could not stay the terrible tragedies that ensued. Philip, with his 500 warriors (Pokanokets) and supported by 800 Narragansett Indians, was soon on the war path. Hostilities began on the 29th of June, 1675 (N. S.), with the burning of two houses at Swansea, and then followed in quick succession the attacks upon Middleborough, Taunton, Rehoboth, Dartmouth, and other towns. Many of the inhabitants were put to death, while others suffered "exquisite torments and inhumane barbarities." Farms and plantations were destroyed and cattle killed or brutally mutilated. Many of the townships were destroyed and among them that of Dartmouth. Drake says: "They burnt nearly thirty houses in Dartmouth (a place in New Plymouth Colony), killing many people after a most barbarous manner, as skinning them all over alive, some only their heads, cutting off their hands and feet; but any woman they took alive they defiled, afterward putting her to death by some of these or the like ways."

Increase Mather's account states: "Dartmouth did they burn with fire and barbarously murdered both men and women; stripping the slain, whether men or women, and leaving them in the open field as naked as in the day wherein they were born. Such, also, is their inhumanity as that they flay off the skin from their faces and heads of those they get into their hands, and go away with the hairy scalp of their enemies."

The scattered condition of the inhabitants of Dartmouth made them an easy prey, and their sufferings were extreme. Those who escaped the tomahawk and scalping knife fled to the garrisons for safety and protection. There were three of these, one on the north bank of the Apponagansett River, another near the shore just north of the present site of the Riverside cemetery in Fairhaven, and the third was on

ceeded by Alexander, the eldest of his two sons. Plottings against the English commenced during his brief reign, and culminated in open war when Philip came into power. The immediate cause of the outbreak was the hanging of three Indians for the murder of John Sassamon, who had been secretary and chief counselor of King Philip, and had become a professed convert of the Indian apostle, John Elliot. Through him the English obtained much information of King Philip's plots, which so enraged him that he sought Sassamon's death, whom he considered a rebel and traitor."—*Drake.*

Palmer's Island. The defenders of these garrisons were few in number, but every man was a soldier, and with matchlock, sword, and hatchet, defended his loved ones from the enemy.

The garrison on the north bank of the Apponagansett was known as Russell's garrison, and was situated about a mile from the mouth of the river on the land now (1892) owned by Captain Charles Gifford. The cellars are still as clearly defined as when visited by Drake in 1827. The space indicates that the house was about twenty feet square, with an ell on the south about ten feet square. Years ago there were walls of rude masonry about four feet high, with an exit on the northeast corner, leading to a brook near by. On the opposite side of the river, and a little to the southward, is Heath's Neck, where were located an Indian fort and settlement.

The Cooke garrison was situated at Oxford Village in Fairhaven, on land now owned by John M. Howland. Its exact location is on the north side of Coggeshall street, six hundred feet from Main street, and on the northwest corner of what is known to-day as the Garrison Lot. A short distance to the southwest is a bountiful spring of water that, no doubt, supplied the inhabitants of the garrison. Thirty years ago the entire field was graded and the excavation filled up. At that time the walls were in good preservation, and from the cellar many valuable relics were taken that are still in possession of the Howland family. Among them were three pewter spoons with iron handles, a number of arrow heads, flint stones from which it is evident that arrow heads had been chipped ; several stone tomahawks, a cylindrical block of stone ten inches long that was probably used in crushing corn, a small deer horn, a boar tusk, fish hook, stone chisel, and, what is more curious than all, an iron key eight inches long, rude in construction and corroded with rust.

About five hundred feet from this garrison, and near the shore, was an Indian settlement and burying ground, the latter a mound seventeen feet high. Forty-five years ago a number of skeletons were here unearthed. Among them was one in sitting posture, with elbows on the knees, wampum wound about the wrists, and a brass kettle over the head. The western view from the garrison lot is one of surpassing beauty.

A quarter of a mile northeast of the garrison lot, near the junction

of Main street and the back road (the original highway leading into the village of Fairhaven), was located the house of John Cooke, before mentioned, one of the original settlers of Dartmouth, and from whom the garrison or block-house took its name. It was destroyed by the Indians, and the "ruins of Cooke's house" are mentioned as the meeting place for the English soldiers.

Close to the water's edge, on the south side of Oxford Point, is a bury ing ground that, with the adjoining land, was given by William Wood for this purpose. Following is an extract from the original will:

"And whereas, the bodies of some persons that were of good account in their day were buried on the little hummock or island in the meadow at the foot of my homestead commonly called 'Burial Hill' and I, not being willing that their graves be any way defaced, do therefore in this, my will, hereby give the said hummock or island to or for a burying place forever, and for no other use to be made of it, for all persons to bury their dead that have a mind to; that my two sons, Zeruiah Wood and John Wood their and their heirs after them, shall think it suitable to be buried there, to whom I leave the care thereof."

This will was approved and allowed, July 6, 1778. In this burying ground John Cooke was buried. He was a prominent figure in everything pertaining to the early settlement of Dartmouth, and was himself the owner of three thirty-fourths of the township. He died in 1695.[1]

Another and the third garrison was Palmer's Island, its natural advantages making it a convenient place of refuge. It was to this island that Captain Benjamin Church sent Little Eyes and his family, who had deserted their own tribe (the Sagonites), choosing to make friends with the English. When they came to this vicinity they were met by Church, who was preparing for an expedition east of the river. "Moving to the riverside they found an old canoe, with which the captain ordered Little Eyes and his company to be carried over to an island, and lest the English should light on them and kill them, he would leave his cousin Lightfoot (whom the English knew to be their friend)

[1] "Francis Cooke had expended a considerable estate in promoting the colony. He died in 1663, aged about eighty-one years. His son John, "a boy in the *Mayflower*," was ten times a deputy from Plymouth and many years a deacon, but in the Quaker troubles was excommunicated. John was a pioneer in the Lakeville region, and in 1676 joined in resettling Dartmouth. He then connected himself with Obadiah Holmes's Baptist Church in Newport, and is said to have preached in Dartmouth. He was living in 1694 when he was the only surviving male passenger by the Mayflower."—*Goodwin's Pilgrim Republic.*

to be his guard. Little Eyes expressed himself very thankful to the captain." [1]

On the west side of the Sconticut Neck road, only a few hundred feet from the Mattapoisett thoroughfare, was a block-house that was used by the inhabitants in that section during the troubles with the Indians. Its exact location is shown on a map owned by Hon. Thomas M. Stetson, a copy of which hangs in our Free Public Library. The reader may find the exact location of this block-house, and also the dotted line of the "Forest path" from Russell's garrison to the head of Clarke's Cove and on through New Bedford, clearly establishing the claim that Captain Church, with his soldiers and Indian captives, marched over this route (now County street) on his return to Plymouth. It was near this block-house that Thomas Pope built a log house soon after he came to this section in 1653. On Sconticut Neck he had a grist-mill and established a good trade with the Indians, bringing his goods from Boston. Grist-mills were built in the colonies as early as 1653, and the miller was an important man to the natives. Without doubt Mr. Pope caused this block-house to be built. He established friendly intercourse with the Indians, but was in constant fear of violence. Many visitors, and sometimes large parties, came from the north (Middleborough) for fishing or frolic, or perchance a pow-wow, and when they had "fire-water" with them, an element of strife was not unfrequently developed. Among the early Indian visitors was a small boy who was admired and petted by Mr. Pope's family, and, in return, this boy on three several occasions came stealthily to inform them of a contemplated pow wow, and told them to be on their guard against possible danger. On the third visit he wished to remain. He was suspected of tale-bearing and dared not return to his people. He was educated by the family and subsequently became "Justice Obadiah," and the judicial head to whom was referred for settlement by the Indians all commercial differences. "One of the descendants of this Judge Obadiah, I recollect, was a neatly dressed and very aged Indian woman who, about 1806–07–08, came annually for a day's visit to my father's house [Seth Pope]. She was in the household of a wealthy family of Friends at New Bedford, by the name of Tallman." [2]

[1] Church's History. [2] Joshua L. Pope's manuscript.

Connected with the story of the destruction of Dartmouth by the Indians, is an event that in the light of modern civilization seems too shocking to be true; yet the pages of history record that at the cessation of hostilities, a company of Indians had surrendered themselves as prisoners to Captain Eels, of Russell's garrison. He, with Ralph Earl, had made them promises which the Indians accepted in good faith, and they were encamped near the garrison when the Plymouth soldiers, under the command of the famous Indian fighter, Captain Benjamin Church, arrived. They had been ordered to the relief of the beleaguered inhabitants by the Plymouth authorities. In spite of the united protests of Captain Church and those in authority at the garrison, who felt bound in honor to keep their promises to their Indian prisoners, the Indians were carried to Plymouth, and after a so-called trial were condemned and sold into slavery. What a strange procession was that which on that eventful day marched from Russell's garrison through what is now our city of New Bedford, on its way to Acushnet, and thence on to Plymouth. For the forest path from the garrison led to the head of Clark's Cove, and thence by the line of County street. One hundred and sixty Indian captives, guarded by Plymouth soldiers, who were the representatives of those who had fled from British oppression to our New England shores, marched through this road into slavery. A century later, another martial host of 4,000 British soldiers, armed with all the terrible enginery of war, advanced triumphant through the helpless township and over the same thoroughfare.

At Plymouth Captain Church gave up his captives to the authorities. They, with others, and among them King Philip's wife and little son, 178 in all, were sold as slaves and transported to Spain. Says Drake: "Do we wonder that King Philip was ready to die; that his heart was ready to break when his wife, Wootonakanuska, and their little son fell into the hands of the authorities at Plymouth? They still lived and this most harrowed his soul. Lived for what?—to serve as slaves in an unknown land. Could it be otherwise than that madness should seize upon him and torment him in every place?" In Edward Everett's address at Bloody Brook, 1835, he says: "And what was the fate of Philip's wife and son? This is a tale for husbands and wives, for parents and children. Young men and women, you cannot understand it.

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What was the fate of Philip's wife and child? She is a woman, he is a lad. They did not surely hang him. No, that would have been mercy. The boy is the grandson of good old Massasoit, the first and best friend the English ever had in New England. Perhaps, now Philip is slain and his warriors scattered to the four winds, they will allow his wife and son to go back, the widow and orphan, to finish their days and sorrows in their native wilderness. They are sold into slavery. West India slavery! An Indian princess and her child. Sold from the cool breezes of Mount Hope, from the wild freedom of a New England forest, to gasp under the lash, beneath the blazing sun of the tropics. Bitter as death; aye, bitter as hell. Is there anything animated that would not struggle against this?"

According to Belknap, some of those Indians who were thus seized and sold, afterward made their way home, and found opportunity to satisfy their revenge during the war with the French and Indians, known as King William's war.

"After this, Dartmouth distress required succor, a great part of the town being laid desolate and many of the inhabitants killed. The most of Plymouth's forces were ordered thither, and coming to Russell's garrison they met with a number of the enemy that had surrendered themselves prisoners on terms promised by Captain Eels of the garrison, and Ralph Earl, who persuaded them (by a friendly Indian he had employed) to come in. And had their promise to the Indians been kept and the Indians fairly treated, it is probable that most, if not all, the Indians in these parts had followed the example of those who had now surrendered themselves, which would have been a good step towards finishing the war. But, in spite of all that Captain Eels, Church, or Earl could say, argue, plead, or beg, somebody else that had more power in their hands improved it, and without regard to the promise made the Indians on their surrendering themselves, they were carried away to Plymouth, there sold and transported out of the country, being about eight score persons. An action so hateful to Mr. Church that he opposed it to the loss of the good will and respect of those that were before his good friends."—*Drake.*

In another foot-note Drake says:

"I can find no mention of these two gentlemen (Messrs. Eels and Earl) in any of the histories. But their names are sufficiently immortalized by their conduct in opposing the diabolical acts of the government for selling prisoners as slaves. It is possible that they might decline serving any more in the war after being so much abused, and hence were not noticed by the historians, who also passed over this black page of our history as lightly as possible."

In a field directly east of the residence of Joseph H. Burgess, in Ox-

ford village, are the ruins of an ancient building, the Annis house, that was built by Thomas Taber, son-in-law of John Cooke, and dating back to the period when Dartmouth was restored from its destruction by the Indians.

Dartmouth was not called upon for soldiers by the Plymouth authorities during King Philip's war, because of the maintenance of the garrisons by the settlers, and for several years after peace had been declared the town was exempted from taxation because of the great sufferings and loss of property by the inhabitants. The court of Plymouth passed an order October 14, 1678, commanding the people to build compactly, especially in each village, for mutual protection and defense from the attacks of the enemy.

King Philip's war was most disastrous to New England, and the energies of the colonists were crippled for many years. In Massachusetts and New Plymouth, thirteen towns were destroyed, 600 houses burned, and 600 persons killed. It is estimated that $750,000 worth of property was destroyed. It is not, perhaps, to be wondered at that knowledge of such horribly savage barbarities as those noted herein, and others that followed through many long years in the various parts of the New World, barbarities which have not wholly ceased even at the present day, should have led later generations of white people not only to regard their authors as merciless savages without one redeeming trait, but also to believe that the bloody deeds of the red men were committed without any material provocation. What has been briefly chronicled, it is believed, will indicate that such is not the case. While it is undeniable that the march of civilization cannot be stayed, and that the weaker must give place to the stronger in the world's progress, it is also true that the natives of the Western world never failed to meet the first white comers to any particular locality, with open arms and peace in their hearts. That the contest with all its horrors was inevitable, is undoubted; but in it each side took its share of responsibilty, and the untutored savages, their brains inflamed by the rum of the white man, turned upon the latter the very guns for which they were deluded into giving up their birthrights. In short, it was a struggle for supremacy, and each side used whatever advantage it possessed to achieve victory, and met their foes according to their nature and circumstances.

CHAPTER II.

THE QUAKERS.

Characteristics of the Quakers — Their Reception in Massachusetts Bay — Transfer of their Peculiarities from England to the Colonies — Reasons for Strife between Quakers and Colonists — Difference of Attitude in Massachusetts Bay and in Plymouth Towards the Quakers — Catalogue of Persecutions of Quakers — Appeal to the Crown — The Trial and its Decision in Favor of the Quakers — Loyalty of the Quakers.

MANY of the early settlers of Dartmouth were Quakers, and they and their descendants exercised a powerful influence over the affairs of the township. They were the founders of Bedford village and established it on a basis of prosperity, the influence of which continues to the present day. They were lovers of the domestic fireside, the peaceful arts, and their homes were the abodes of comfort and peace. Of frugal and industrious habits, the Quakers were prosperous in their business enterprises, and contributed largely to the substantial character of the villages belonging to the old township of Dartmouth. The local history of this people is contemporary with that of the township, and the early records reveal much that is interesting of their relations to the Massachusetts Bay and Plymouth colonies. It is not within the province of this book to discuss the theological events of the colonial days, but to glean from historical records and to present important facts, showing how it happened that the early settlers of Dartmouth were largely Non-Conformists, and helping us to understand the subsequent relations of that element with, and its influence upon, the community.

The advent of the first Quakers, Mary Fisher and Ann Austin, from England to Massachustts Bay colony in 1656, was signalized by their prompt arrest and incarceration in the public jail in Boston. Their trunks were searched by order of Deputy-Governor Bellinghan, a number of books were taken therefrom and burned in the market-place by the hangman of the colony. The women were closely imprisoned, and no communication was allowed with them. History records other facts

regarding their treatment to which it is neither necessary nor proper to allude in these pages. Such energetic measures administered upon prisoners who, at least, were entitled to such protection by the authorities as the law grants to strangers, suggest a condition of public sentiment closely allied to that existing in England at this period. Says Macaulay: "The history of England during the seventeenth century is the history of the transformation of a limited monarchy, constituted after a fashion of the middle ages, into a limited monarchy suited to that more advanced state of society in which the public charges can no longer be borne by the estates of the crown, and in which the public defense can no longer be entrusted to a feudal militia."

Such mighty changes in the history of a great people must necessarily be made through scenes of tyranny and oppression, of persecution and violence, of the rise and fall of party and sect in the progress of civilization; and so the years of the seventeenth century are filled with events that, for political and religious fanaticism, are almost without parallel. Its early years witnessed the contest between the Crown and the Puritans, with accompanying imprisonments, tortures, and banishments, which led many of this heroic people to leave their homes and native lands to find freedom for their religious belief elsewhere. It witnessed the downfall of the English Crown and the Established Church, and, at the death of Charles the First, the establishment of the Protectorate under Cromwell; and again it saw the restoration of the Crown. No sooner was Charles the Second secure on the English throne than there occurred a change in public opinion. In all parts of the kingdom there arose an outcry against the Puritans, whose reign under Cromwell had been marked for its severity and oppression. It was in the atmosphere of the persecutions now meted out in turn to the Puritans that record is made of the existence of the Quakers and their foremost representative, George Fox. Says Macaulay: "The peculiarities of the Puritan, his look, his dress, his dialect, his strange scruples, had been, ever since the time of Elizabeth, favorite subjects with mockers. But these peculiarities appeared far more grotesque in a faction which ruled a great empire, than in obscure and persecuted congregations; the cant which had moved laughter when it was heard on the stage from Tribulation Wholesome and Zeal-of-the-Land Busy, was still more laughable when

it proceeded from the lips of generals and councilors of state. It was also to be noticed that during the civil troubles several sects had sprung into existence whose eccentricities surpassed anything that had before been seen in England. A mad tailor named Lodowick Muggleton, wandered from pot-house to pot-house, tippling ale and denouncing eternal torments against those who had refused to believe on his testimony, that the Supreme Being was only six feet high, and that the sun was just four miles from the earth.

"George Fox had raised a tempest of derision by proclaiming that it was a violation of Christian sincerity to designate a single person by a plural pronoun, and that it was an idolatrous homage to Janus and Woden to talk about January and Wednesday. His doctrine, a few years later, was embraced by some eminent men and rose greatly in the public estimation. But at the time of the Restoration, the Quakers were popularly regarded as the most despicable of fanatics. By the Puritans they were treated with severity here and were persecuted to the death in New England. Nevertheless, the public, which seldom makes fine distinctions, often confounded the Puritans with the Quakers. Both were schismatics. Both hated Episcopacy and the Liturgy. Both had what seemed extravagant whimsies about dress, diversions and postures. Widely as the two differed in opinion they were popularly classed together as canting schismatics; and whatever was ridiculous or odious in either, increased the scorn and aversion which the multitude felt for both."

It was but natural that the same spirit existing in England at that period should prevail in her colonies, and that the political and religious feuds at home should exercise an influence abroad. Churchmen, Puritans and Quakers, each at variance with the others, were in their turn subjected to the natural experience of persecution, imprisonment and banishment. The advent of the Quakers in the Massachusetts Bay and Plymouth colonies supplied the opportunity for a new persecution, and they, with the Baptists and Episcopalians, were subjected to similar treatment by the governing powers. It is probable that neither party was free from blame for their acts, but the criticisms of the present generation should be tempered with charity; and they will be, if due consideration is made for the crude condition of civilization at that period.

The laws adopted and enforced relating to these Non-Conformists made it impossible for them to live at peace in the colonial settlements, and their frequent banishment from these centers led them to plant their homes in the unsettled parts of New England. Thus it happened that the township of Dartmouth received many of these people within its sparsely settled borders. In the progress of time they became a strong element in the community, outweighing in influence and outvoting that portion of the inhabitants who were in sympathy with the government at Plymouth. A natural and legitimate result of this condition of affairs was a constant difficulty with regard to the support of the religious service insisted upon by the Court. Both Quakers and Baptists resisted the taxes urged by the Plymouth Court for the building of meeting-houses and for the maintenance of a ministry whose creed did not appeal to their sense of truth.

The attitude of the Pilgrims at Plymouth toward these people was in marked contrast to that of the Puritans of Massachusetts Bay. By the latter the Non-Conformists were treated with great severity; and the records reveal a number of cases where Quakers were hung, publicly whipped, and imprisoned, while some were tied to the tail of a cart and driven from town to town. Baptists were banished, and Episcopalians were forced into exile; while at Plymouth a milder and more generous spirit prevailed toward these people, and their treatment was correspondingly considerate. It is quite evident, however, that the Quakers were not a wholly popular element in the domain of Plymouth Colony, as will be seen by the following extracts taken from Plymouth records. A number of the cases mentioned occurred within the borders of Plymouth Colony:

"1656. At this court Nicholas Upsiall, Richard Kerbey, and the wife of John Newland and others did frequently meet together at the house of William Allen, in Sandwich, on Lord's Day and other times they used to invey against ministers and magistrates to dishonor of God and contempt of government, the Court have therefore directed summons to the constables of Sandwich to require them to appear at next General Court to answer for said misdemeanor, and the said Nicholas being only licensed by court to stay in Sandwich till the extreme of winter is past, is now warned to depart the Government the 1st of March next, and Trustum Hull who brought him into the Government is, according to order, required to carry him away by time before mentioned."—*Book* 3, *Court orders*, page 105.

"Sarah Kerbey, for her disturbance of the public worship of God after admonition

Ezra Kelley

and sentence formerly given against her, which was to be publicly whipt, is now ordered to be performed, and so accordingly was executed."—*Book* 3, *Court orders*, page 109.

"John Copeland, of the sect commonly called Quakers, being summoned appeared and found guilty of speaking falsely concerning John Alden, as that his head and knees trembled at such time as that the said Copeland and Christopher Holden were before the said Alden, sentenced by Court to be whipt if he shall be found in this government being required to depart in 48 hours."—*Book* 3, *Court orders*, page 120.

"1657. Arthur Howland for permitting a Quaker meeting in his house and for inviting such as were under government, children and others to come to said meeting, was sentenced by Court to find sureties for his good behaviour, in case he should refuse he is fined five pounds." He refused to give bonds and was fined.

"The said Arthur Howland for resisting the constable of Marshfield in the execution of his office and abusing him in words by threatening speeches is fined five pounds."

"Arthur Howland for presenting a writing in Court which said writing on the reading thereof appeared to be of dangerous consequences, he owning it to be his own and for making known the said writing to others was sentenced by Court to find sureties for his good behavior."—*Book* 3, *Court orders*, page 123.

"At this Court Humphrey Norton and John Rouse, two of those called Quakers appeared and presented themselves in town of Plymouth 1st June, 1658, contrary to law prohibiting any such to come into the colony, they were apprehended and committed to ward until Thursday 3d June, 1658, at which time they were presented before Court and examined and behaved themselves (in special Humphrey Norton) turbulently unto gov'r sundry times saying thou liest and said unto him Thomas thou art a malicious man, in like manner John Rouse behaved himself in his words unto Court unworthy and were returned unto place from whence they came until Saturday 5th June at which time the said Norton and Rouse were again sent for into Court where as Christopher Winslow had deposed to a paper containing sundry notorious errors expressed by said Norton a copy of said paper was delivered to him in Court which he did not deny and the said Norton again carrying himself very turbulently saying to the Govr (thy clamorous tongue I regard no more than the dust under my feet) and thou art like a scolding woman and thou pradest and devidest me and the like effect with other words of like nature and tendered a desire to read it in Court to which Govr replied if the paper was directed to him he would see it before it was read said Norton refused to let him see it, the said Norton and Rouse were required to take an oath fidelity they said they would take no oath at all, and they were sentenced to be whipt which the same day was performed and the under marshall requiring his fees they refused to pay them and they were again returned to prison until they would pay where they remained until 10 June, 1658, until they settled with marshall."—*Book* 3, *Court orders*, page 113.

"The Court have ordered that the treasurer shall require the fines for the breach of the law prohibiting the frequenting of Quaker meetings and that a fine forty shillings be required of William Allen of Sandwich for permitting a Quaker meeting in his house."—*Book* 3, *Court orders*, page 134.

"Whereas it is observed that frequently divers of those called Quakers repair to

Sandwich from other places by sea coming at Monument with a boat which practices if continued the Court conceiveth may prove of dangerous consequences. The Court doth empower and authorize you George Barlow Marshall of Sandwich that in case you shall have intelligence of the arrival of any of those called Quakers at Monument or any place adjacent upon the coast within your jurisdiction that you forthwith repair to such boats with aid to go with and arrest any such boat or boats, taking their sails from their masts and securing them until some magistrate be acquainted therewith and further order given you about the same and likewise that you apprehend the ladies of all such Quakers as come in boats or all Quakers that you find."—*Book* 3, *Court orders*, page 144.

"The Court findeth people of Sandwich called Quakers had by them many papers and writings that are both false and pernicious to the government. These are therefore in the name of the State of England to require George Barlow Marshall of Sandwich to take with him a man or two to search the houses of Quakers, chests and trunks for papers."—*Book* 3, *Court orders*, page 163.

"1659. In reference to Captain James Cudworth, the Court taking notice of his great disaffection in incouragement of those called Quakers expressed partly in a letter owned by himself in the manner of sending it and in many other carriages of his known to us and also in a letter strongly conjectured and suspected to be by him sent into England the which himself hath not denied, the Court see cause to bind him over to make a further answer and that he be put in good security to the value of five hundred pounds for the end above said."—*Book* 3, *Court orders*, page 134.

"1660. Daniel Butler for resaving a strange Quaker when apprehended by Marshall Barlow and for his breaking away when taken prisoner is sentenced to be publicly whipt."—*Book* 3, *Court orders*, page 134.

"Joseph Allen for being at a Quaker meeting fined 10 shillings and for making disturbance in meeting on Lords day at Scituate fined 40 shillings."—*Book* 3, *Court orders*, page 194.

"William Parker for entertaining a strange Quaker called Wenlocke into his house fined five pounds."—*Book* 3, *Court orders*, page 194.

"At this Court Wenlock Christopher a Quaker appeared before Court and after examination and much speech they requested him to depart the Government immediately which he would not do and so was sent back to prison. Soon after Court he engaged to go and was released." *Book* 3, *Court orders*, page 203.

"The following persons were each fined 10 shillings for attending Quaker meetings: Robert Harper and wife, Joseph Allen, Benjamin Allen, John Newland and wife, Richard Kerbey, sen'r., Richard Kerbey, jr., William Allen, William Gifford, Matthew Allen, wife of Henry Dillingham, William Newland and wife, Jane Swift, John Smith & Deborah his wife, John Soule, Rodolphos Elmes, Peter Gaunt, D. Butler, Obadiah Butler, John Jenkins, Lydia Hicks." *Book* 3, *Court orders*, page 206.

The following is taken verbatim from the Dartmouth Friends' Records, Book 1, page 46.

"And our Friend Deliverance Smith being one of the selectmen or assessors of the town was seized by Samuel Gallop, sheriff of Bristol, by an order of the General Court

at Boston, and committed to the County jail at Bristol, because he could not for conscience sake, assess the sum of sixty pounds annexed to the Queen's tax, which was supposed as before mentioned, and now it is evident to be for the maintenance of a hireling minister—and Friends having unity with him in his sufferings, do appoint Benja. Howland and Judah Smith to procure a hand to manage the said Deliverance Smith's business, whilst he is a prisoner, on account of trouble and Friends, and engage him his wages, and the Monthly Meeting to re-emburse the same. 10 mo. 20, 1708."

[1] In 1724 John Tucker and Peleg Slocum, members of the Dartmouth Monthly Meeting of Friends, refused to pay a tax for building a Presbyterian Church at Chilmark. Their property on Elizabeth Islands was seized, and a horse and heifer belonging to the former, and eighty sheep belonging to the latter, were sold to pay the rates.

To the Quakers of Dartmouth and Tiverton, aided by the Baptists, must be given the honor of the first successful appeal for justice to the English government. In October, 1723, John Akin and Philip Tabor, of Dartmouth, Joseph Anthony and John Sisson, of Tiverton, were assessors of their respective towns; and being Quakers and Baptists, they refused to collect the taxes imposed by the General Court of Massachusetts for the maintenance of ministers. At this time the Plymouth Colony and that of Massachusetts Bay had been consolidated under the new charter (1692) of the Province of Massachusetts. Therefore this order was from the General Court at Boston. For this they were all imprisoned in the common jail at New Bristol. The case was successfully argued before the King's Privy Council, and it was decreed that not only must the officials be released but also that the taxes must be remitted. This event was an important one in the history of the society of Friends or Quakers, for it marked the termination of the persecutions that had followed this people from the very beginning. A detailed account of this trial possesses great local value and is therefore entitled to a place in these pages. It is a forcible presentation of a part of the history of the conflict, from the standpoint of the Quakers, and sheds some light upon the experiences of the sect who were inhabitants of this township. The following is the petition to the King:

"A petition to the King in the cause of some Friends under sufferings in New England.

"To George, King of Great Britain, &c.

"The humble petition of Thomas Richardson and Richard Partridge, on behalf of Joseph Anthony, John Sisson, John Akin, and Philip Tabor, prisoners in the common jail

[1] Dartmouth Monthly Meeting Records.

at New Bristol in the King's province of Massachusetts Bay in New England, as also of their friends (called Quakers) in general, who are frequently under great sufferings for conscience sake, in that government—sheweth,

"That William and Mary, late King and Queen of England, by their royal charter bearing date the 7th day of October in the third year of their reign, did for the greater ease and encouragement of their loving subjects inhabiting said province, and of such as should come to inhabit there, grant, establish and ordain that forever thereafter there should be a liberty of conscience allowed in the worship of God, to all Christians (except Papists) inhabiting, or which should inhabit or be resident within the said province, with power also to make laws for the government of the said province, and support of the same, and to impose taxes for the King's service in the defence and support of the said government, and protection and preservation of the inhabitants and to dispose of matters and things whereby the King's subjects there might be religiously, peaceably and civilly governed, protected and defended.

"And for the better securing and maintaining the liberty of conscience thereby granted, commanded that all such laws made and published by virtue of said charter, should be made and published under the seal of said province, and should be carefully and duly observed, kept, performed and put in execution, according to the true intent and meaning of the said charter.

"That those sects of Protestants called Presbyterians and Independents, being more numerous in the said country than others (to whom the said charter gives equal rights), they became makers of the laws, by their superior numbers and votes, and ministers of the privileges of the said charter, so as in great measure to elude the same, and disappoint all others of the king's Protestant subjects of the good and just ends of their transporting themselves and families at so great hazard and charge; one great encouragement and inducement thereto being liberty of conscience, and ease from priestly impositions and burthens.

"That in the year 1692 they made a law in the said province, entitled 'An Act for the Settlement of and Support of Ministers and Schoolmasters,' wherein it is ordained that the inhabitants of each town within the said province shall take due care from time to time to be constantly provided of an able, learned and orthodox minister or ministers of good conversation, to dispense the word of God to them, which minister or ministers shall be suitably encouraged and sufficiently supported and maintained by the inhabitants of such towns.

"That the said law was farther enforced by another made in the year 1695, reciting the like aforesaid, as also by another made in the year 1715, entitled 'An Act for Maintaining and Propagating Religion,' in which said last act the prevention of the growth of atheism, irreligion and profaneness is suggested as one great reason of its being enacted; and the power of determining who shall be ministers under the aforesaid qualifications is by the said law assumed by the General Court of Assembly, with the recommendation of any three of the ministers of the same sect, already in orders, and settled and supported by virtue of said laws; though it was not determined (as the said petitioners humbly presume) either by the said charter, or by an act of Parliament in Great Britain, or by any express law of the said province, who are orthodox or who are not, or who shall judge of such qualifications in such ministers.

"And in all which said several laws, no care is had or taken of religion (even in their own sense) than only to appoint ministers of their own way, and impose their maintenance upon the King's subjects, conscientiously dissenting from them, by force of which said laws, or some of them, several of the townships within the said province have had Presbyterian and Independent preachers obtruded and imposed upon them for maintenance without their consent, and which they have not deemed able, learned and orthodox, and which as such they could not hear or receive.

"That by other laws made in the year 1722 and 1723, it is ordained that the town of Dartmouth and the town of Tiverton in the said province shall be assessed for the said years the respective sums of £100 and £72 11s. over and besides the common taxes for support of the government, which sums are for maintenance of such ministers.

"That the said Joseph Anthony and John Sisson were appointed Assessors of the taxes for the said town of Tiverton, and the said John Akin and said Philip Tabor for the town of Dartmouth; but some of the said Assessors being of the people called Quakers, and others of them also dissenting from the Presbyterians and Independents, and greatest part of the inhabitants of the said towns being also Quakers or Anabaptists or of different sentiment in religion from Independents and Presbyterians, the said Assessors duly assessed the other taxes upon the people there, relating to the support of government to the best of their knowledge, yet they could not in conscience assess any of the inhabitants of the said towns anything for or towards the maintenance of any ministers.

"That the said Joseph Anthony, John Sisson, John Akin and Philip Tabor (on pretence of their non-compliance with the said law) were on the 25th of the month called May, 1723, committed to the jail aforesaid, where they still continue prisoners under great sufferings and hardships both to themselves and families, and where they must remain and die, if not relieved by the King's royal clemency and favor.

"That the said people called Quakers in the said province are, and generally have been great sufferers by the said law, in their cattle, horses, sheep, corn, and household goods, which from time to time have been taken from them by violence of the said laws for maintenance of the said ministers, who call themselves able, learned and orthodox; which said laws, and the execution and consequences thereof, are not only (as the petitioners humbly conceive) contrary to the liberty of conscience and security of religion, civil liberty, property; and the rights and privileges granted in the said charter to all the King's protestant subjects there, eluded and made null and precarious; but opposite to the King's royal and gracious declaration, as thy happy accession to the throne, promising protection and liberty of conscience to all thy dissenting subjects, without exception to those of the said plantations.

"That after repeated applications made to the government there, for redress in the premises, and no relief hitherto obtained (the Assembly always opposing whatever the Governor and Council were at any time disposed to do on that behalf), the King's loyal suffering and distressed subjects do now throw themselves prostrate at the steps of the throne, humbly imploring thy royal commiseration, that it may please the King to denounce his negative upon the said laws, or such part or parts of them, or any of them as directly or consequentially affect the lives, liberties, properties, religion or consciences of

the Protestant subjects in said province, and their families and the privileges granted and intended in the said charter, or such other relief as thy royal wisdom and goodness may please to provide; and in the meantime that directions may be given that the said Joseph Anthony, John Sisson, John Akin, and Philip Tabor be immediately released from their imprisonment, on their giving such security in such sums as shall be thought proper for their being at any time or times hereafter forthcoming when required until their case be brought to an issue.

"And the petitioner shall pray."

The report of the action of the privy council is as follows:

"At a Court at St. James, the 2d day of June, 1724.

"Present.—The King's most excellent majesty. His royal highness the Prince of Wales. Archbishop of Canterbury. Lord Chancellor. Lord President. Lord privy seal. Lord Carteret. Mr. Vice Chamberlain. William Pultney, Esq., Lord Chamberlain. Duke of Roxburgh. Duke of Newcastle. Earl of Westmoreland. Lord Viscount Townsend. Lord Viscount Torrington. Mr. Speaker of the House of Commons.

"Upon reading this day at the Board a report from the Right Honorable the Lords of the Committee of Council, upon the petition of Thomas Richardson and Richard Partridge, on behalf of Joseph Anthony, John Sisson, John Akin and Philip Tabor, prisoners in the common jail at New Bristol, in his Majesty's province of Massachusetts Bay in New England, for not assessing the inhabitants of the towns of Dartmouth and Tiverton the additional taxes of £100 and £72, 11s. imposed upon them by an act passed there in the year 1722, by which they appear to be for the maintenance of Presbyterian ministers, who are not of their persuasion, and also in behalf of their friends called Quakers in general, who are frequently under sufferings for conscience sake in that government. By which report it appears, their lordships are of opinion that it may be advisable for His Majesty to remit the said additional taxes, so imposed on the said two towns, and to discharge the said persons from jail.

"His Majesty in council taking the said report into consideration, is graciously pleased to approve thereof, and hereby to remit the said additional taxes of £100 and £72 11s. which were by the said act to have been assessed on the said towns of Dartmouth and Tiverton. And His Majesty is hereby pleased to order that the said Joseph Anthony, John Sission, John Akin and Philip Tabor be immediately released from their imprisonment, on account thereof which the Governor, Lieutenant-Governor, or Commander-in-Chief for the time being of His Majesty's said province of Massachusetts Bay, and all others whom it may concern are to take notice of and yield obedience thereunto.

"Vera Copia. TEMPLE STANYAN." [1]

During the period of the American Revolution and other occasions of war, the Quakers were uncompromising in their attitude of non-resistance, ever entering their protest against the bearing of arms and the prosecution of war. It was due to their influence that the township

[1] *Gough's History of the Quakers*, Vol. iv., pp 219–226.

Engd by F G Kernan N.Y.

C R Tucker

was frequently under the rebuke of the Court for negligence in military affairs. In a communication written by the chief military officer of the colony (in 1690) he says of Dartmouth: "They have not a man in the town that seems in the least to be concerned whether we have any military officers or no."

[1] In 1709 John Tucker, sr., William Wood, William Soule, John Lapham, jr., Deliverance Smith and Nathaniel Howland, members of Dartmouth Monthly Meeting, were impressed for military service in Canada. They refused to serve and were taken before Governor Dudley at Roxbury, who gave them a hearing and discharge. In 1711 Nicholas Lapham and John Tucker, jr., members of the same society for refusing to render military service, were imprisoned four weeks and two days in the Castle at Boston.

The following, copied from an original pay roll in possession of the State, indicates the condition in 1757:

"A general return of the arms and ammunition belonging to the several companies in the 2d Regiment of Militia in the County of Bristol, commanded by Col. Ezra Richmond, 1757; Capt. Tobey's, Willie's, Crane's, Smith's, four Dartmouth companies,—Deficient."

"P. S.—The four companies in the town of Dartmouth are deficient, and the biggest part of them are Quaqers."

Their loyalty to religious principles caused the Quakers great distress and loss of property in the war of the Revolution. Their singular position was in many instances unjustly construed into disloyalty to the American cause, and much suffering was endured by them because of the seizure of their goods to pay military taxes. The following document illustrates what frequently occurred during those trying times. It will be noticed that the objection raised was not to the tax itself, but only to the purpose for which the money was to be used:

"Boston, September 18th, 1781.

"Then received of Henry Gardner, Esq., Treasurer of this Common Wealth, three warrants for collecting the Quakers Tax in Dartmouth for the purpose of hiring soldiers to Complete the Common Wealth preportion of the Continental Army.

	£	s	d
To John Chaffee, ...	747	17	4
" Christopher Almy, ...	1460	16	6
" John Earle, ...	802	16	1"

[1] Dartmouth Monthly Meeting Records.

The following petition to the General Court is interesting as bearing upon this subject:

Commonwealth of Mass. } To the Honorable Senate and House of Representatives now sitting in Boston.

"The Petition of us, the subscribers, Selectmen for the town of Dartmouth, humbly:

"That by a clause in the late Militia Act the People called Quakers are exempt from Personal Military Service, but subject to pay their proportion of the Expenses of raising the men, with an addition of Ten Per Centum, to be assessed on them & collected as other Taxes and paid into the Treasury Office, and the money so raised is solely to be appropriated to the purpose of raising men. By reason of which appropriation that denomination of People utterly refuse paying such assessments from mere principal of Conscience, & their Estate is distrained from them, which greatly distresses them & is a public detriment to sd town. Humbly pray this Honorable Court to take this grievance under consideration, and alter that Clause in the Militia act, as far as it respects the appropriation, & order the money so raised to be appropriated to the use of Government, or any other way they in their wisdom shall think proper, and we as in duty bound will ever pray.

William Davis, Pardon Cook, Benj. Russell. } Selectmen."

Dart. mo. Feb. 21. 1782.

It is well established that notwithstanding the attitude of the Quakers in military affairs, they were as a people loyal in their sympathies to the cause of freedom; and there are several instances on record where they rendered military service. Whatever may be said of this people in regard to their relations to the bearing of arms, it must be admitted that they exercised a healthy and benign influence in times of peace, and that their societies, scattered throughout the land, were well-springs of pure and enlightened thought. They fostered and encouraged education and lent their potent influence in modifying many of the cruel punishments meted out to the criminal classes. Their societies were unswerving friends of the slave. The records of the Dartmouth Monthly Meeting mention a number of cases where some of its members were rebuked and others disowned for abusing Indians and for beating their slaves. This Society gave testimony against slavery in the following action at a quarterly meeting in 1716:

"The matter relating to the purchasing of slaves being agitated in the meeting, it is concluded by ye most of ye meeting that it would be most agreeable to our holy profession to forbear for time to come, to be in any way concerned in purchasing any slaves."

In after years New Bedford established a noble record as a city of refuge for the runaway slave. Many of these unfortunates found safe retreats in the homes of the Quakers, and by their safe guidance were sent by the underground railroad into freedom.

In the very brief space that can here be allotted to this subject, it is impossible to enter further into the deeply interesting details of the long contest between the early religious sects in the colonies; but they may be found by the interested reader in other volumes. It is perhaps proper to add that while the Quakers were in very many instances persecuted, maltreated and despoiled, there must stand against them a course of action which was intensely provoking to their opponents in the then existing state of religious affairs. Their public demeanor was ofter characterized by ridicule of religious observances, obstruction of the enforcement of ordinances, disturbing of public meetings, and customs that were then, in the eyes of their opponents, almost an evidence of religious and social revolution. While this conduct cannot justify the acts committed upon the Quakers, it must in the light of a broader, freer and more humane civilization than existed at that period, soften criticism and stimulate charity toward the perpetrators of such outrages as we have chronicled.

CHAPTER III.

AFTER THE KING PHILIP WAR.

Freemen of 1670—Increase of Population—Early Officials—Town Proceedings—Early Roadways—Those who took the Freeman's Oath in 1686—The First Meeting House—Organization of the Monthly Meeting—Early Methods of Punishing Malefactors—Bounties for Killing Wild Animals—Early Educational Measures—Building of a Town House—Agitation of Town Division—Records of Soldiers.

AT the June term of the Plymouth Colony Court in the year 1664, it was ordered that, "All the land commonly called and known by the name of Acushena, Ponagansett and Coaksett, is allowed by the courts to be a township, and the inhabitants thereof have liberty to

make such orders as may conduce to their common good in town concernments, and that the said town be henceforth called and known by the name of Dartmouth."

In 1667 Sergeant James Shaw and Arthur Hathaway were appointed to exercise the men of Dartmouth in the use of arms, and the people were prepared to intelligently defend their homes from their enemies.

In the same year John Cooke, the boy passenger in the *Mayflower*, was authorized by the Plymouth Court to make contracts of marriages, to administer oaths, issue warrants, and perform other legal duties.

In 1670 there were seven freemen in the township, as follows: John Cooke, John Russell, James Shaw, Arthur Hathaway, William Spooner, Samuel Hicks, William Palmer. The latter name is preserved in Palmer's Island.

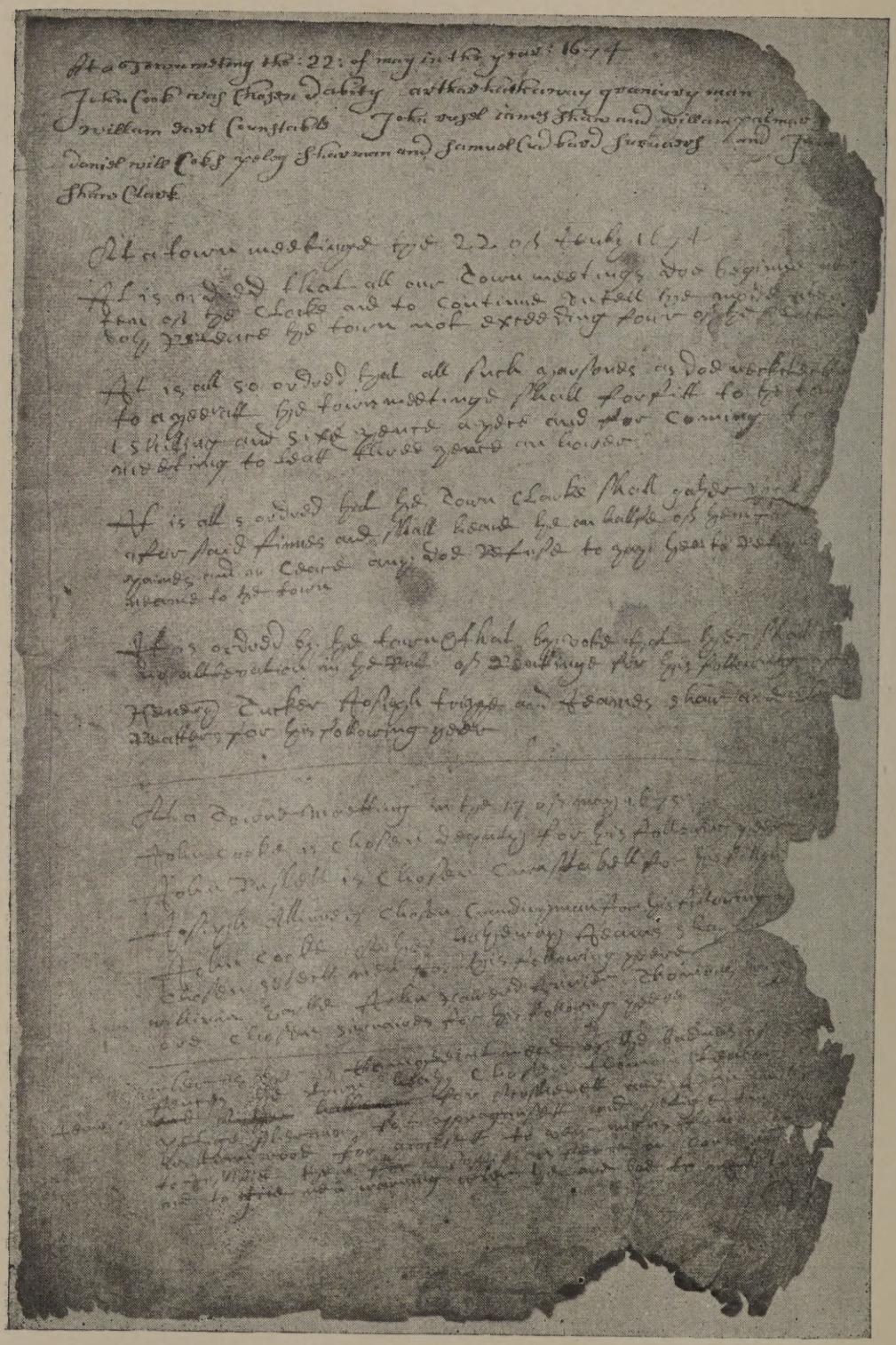
In 1671 Arthur Hathaway was appointed to administer oaths to witnesses that might appear before the grand inquest. It is evident that the township was growing more populous yearly; for in 1673 the militia company was more completely organized by the appointment of John Smith as lieutenant, and Jacob Mitchell, ensign bearer. Mr. Mitchell lived in Fairhaven village, and a trustworthy account tells the story of his tragic death.[1]

It is evident that notwithstanding the township dates its corporate existence from 1664, it began its practical organization in 1674, when the first town meeting finds record as follows:

"At a town meeting the 22d of May, in the year 1674, John Cooke was chosen deputy; Arthur Hathaway, grand juryman; William Earl, constable; John Russell, James Shaw and William Palmer and Daniel Willcoks, Peleg Sherman and Samuel Cudbard, surveyors. James Shaw, clerk."

At a town meeting held on the 22d of July, of the same year, it was ordered that "All the town meetings do begin at ten of the clock and to continue until the moderator duly relieved the town, not exceeding four of the clock."

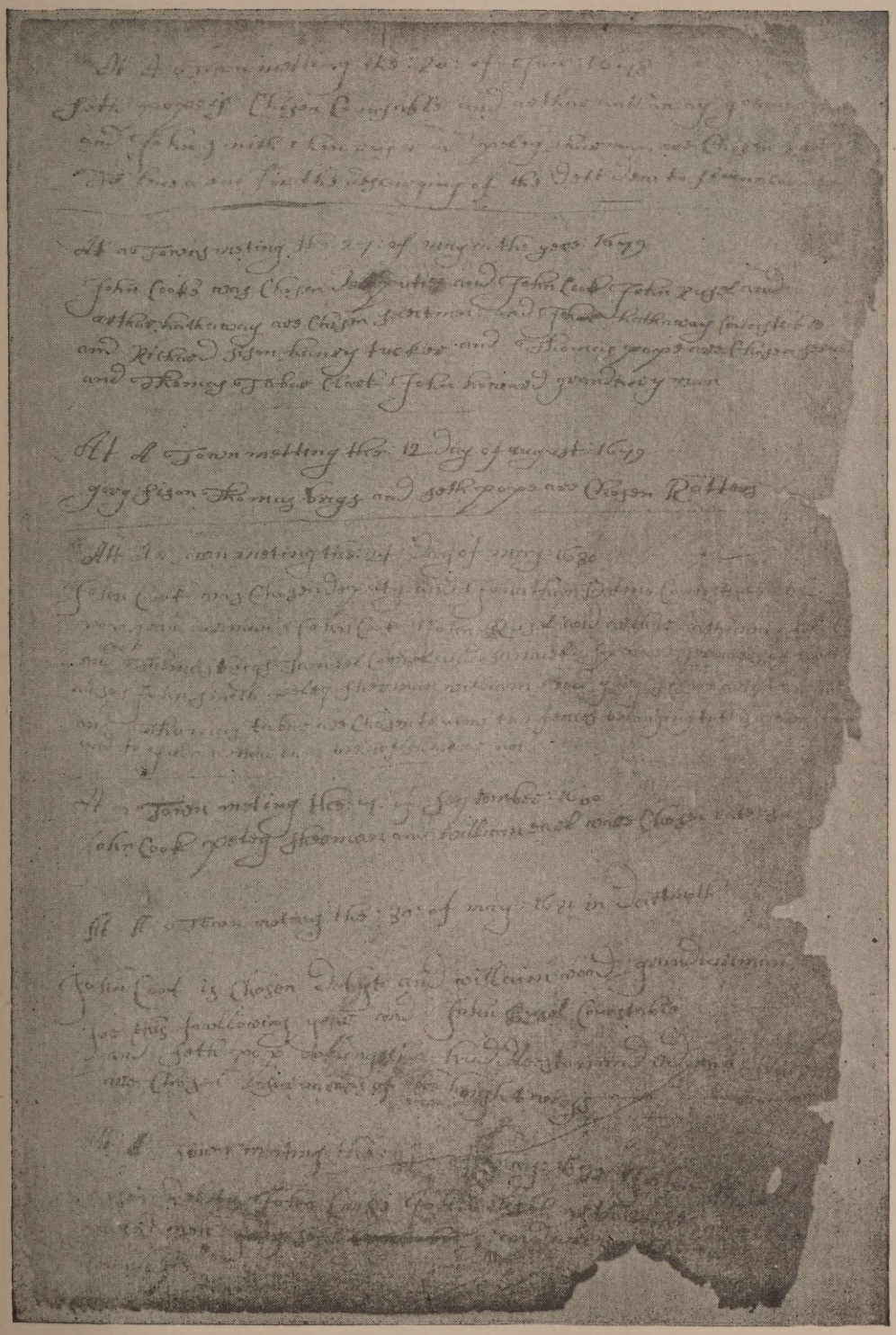
[1] Mr. Mitchell and his wife were on the back of their horse and on their way to the block-house or garrison at Oxford village. Their road led them around the east and north side of the tide mill pond and they had proceeded only a few rods from their house when they were both shot dead. The bodies were subsequently found and buried where they fell, at the root of a pear tree. The spot was the land on which now stands the Unitarian Church. The tradition affirms that this was a hill, and that on the highest elevation stood Mr. Mitchell's house, burned by the Indians in 1675. —*Pope's Manuscript.*



OLDEST EXISTING PAGES OF THE DARTMOUTH RECORDS.

From Photographs by Bierstadt Brothers.

PLATE I.



OLDEST EXISTING PAGES OF THE DARTMOUTH RECORDS.

From Photographs by Bierstadt Brothers.

PLATE 2.

"That all such persons as do neglect to appear at the town meeting, shall forfeit to the town 1 shilling and six pence a piece, and for coming to the meeting too late, three pence an hour.

"That the town clerk shall judge equal for said fines, and shall have the one-half of them for his pains, and in case any do refuse to pay them, to return the names to the town.

"That by vote that there shall be no alteration in the rule of rating for the following year, and that Henry Tucker, Joseph Briggs, and James Shaw are chosen raters for the following year."[1]

At the town meeting held on the 17th of May, 1675, only a month previous to the destruction of the town by the Indians, "John Cooke was chosen deputy for the following year. John Russell, constable; Joseph Allinne, grand juryman; John Cooke, Arthur Hathaway, and James Shaw, selectmen; William Earlle, John Hawerd, jr., and Thomas Briggs, surveyors."

A complaint being presented of the "badness of the fences," "Thomas Teabor and James Shaw, for Acushnet; John Smith and Pelige Sherman, for Ponagansett; Pelige Briggs and William Wood for Acocksett," were authorized "to view men's fences and to notify them for a sufficient fence, or condemn them and give men warning when they are bad to mend them."

From these extracts taken from the original records of the township, it is clear that the town had begun an organization full of promise and usefulness. A few days elapsed when the outbreak of the Indians occurred that brought destruction and desolation to Dartmouth and the other towns, as before described.

So completely was this work of the savages accomplished that for three years no attempt seems to have been made to reorganize and establish the government; and so helpless were the inhabitants that by order of the Plymouth Court they were exempted from taxation. Slowly but steadily, however, they began to recover, and the meager record indicates that a new and permanent existence was begun. The bitter experience of the King Philip war had taught the inhabitants important lessons, and these were supplemented by wise counsel from the court at Plymouth.

[1] Dartmouth Records.

At a town meeting held June 20, 1678, and the first that finds record after the Indian attack, Seth Pope was chosen constable, and Arthur Hathaway, grand juryman. It would seem that the term of release from taxation was limited to three years, for at this meeting John Smith, John Russell and Peleg Sherman were chosen raters; their special duty being to raise money to discharge a debt due Simon Cooper.

The functions of the town government were resumed in 1679, when a full list of officials was chosen as follows: John Cooke, deputy to the Court at Plymouth; John Cooke, Arthur Hathaway and John Russell, selectmen; John Hathaway, constable; Richard Sison, Henry Tucker, and Thomas Pope, surveyors; John Haward, grand juryman; Thomas Taber, clerk; George Sison, Thomas Briggs, and Seth Pope, raters.

The township seemed to have now settled into a permanent organization, and its steady development is seen from the records. The majesty of the law was tested in the case of one John Harmon, who was probably a troublesome character. At the town meeting in 1682 Seth Pope and James Samson were chosen to convey the said Harmon from Dartmouth to Plymouth, and receive "twenty shilling for their pains with what they have already received, to be paid out of the rate." John Cooke was authorized to go with this John Harmon to the next Court and plead for the clearing of the town of the said Harmon, for which service Mr. Cooke was to receive "two shillings and sixpence per day for the time he shall spend in the matter." It was agreed that Cooke should have Harmon in custody in the mean time, and three shillings and sixpence was allowed him for this service.

Roadways received the early attention of the inhabitants, and in 1684 Seth Pope was chosen to acquaint the Court "concerning the manner of laying out of the roadway." He was also authorized to make answer to what may be "proposed by the Court concerning the towns being put under Bristol." At the town meeting of this year (1684) it was ordered that the Indians be allowed to hunt, provided "that they do kill three wolves or three bears or pay ten shillings to each village; the Indians that belong to Quishnet are to pay ten shillings to John Spooner, and the Indians belonging to Ponagansett are to pay ten shillings to Return Badcok, and the Indians of Cocksett are to pay ten shillings to James Sisson. The aforesaid money is to be recorded for the towns now and delivered to the towns at their demand."

It is recorded that the following persons "have taken the oath of fidelity: John Cooke, John Russell, sen., John Smith, Arthur Hathaway, Samuel Jene, sen., Richard Kirby, sen., Joseph Tripp, Seth Pope, Jonathan Delino, Thomas Taber, Johnathan Russell, James Samson, John Shearman, William Wood, Samuel Cornell."

In 1685 the town was summoned to make answer to Plymouth Court for neglecting to make a rate of twenty pounds, for the encouragement of a minister to preach the word of God amongst them. John Cooke, Seth Pope, and Joseph Tripp were chosen agents to represent the town on this question. The following names are recorded "*who have* taken the oath of fidelity, or freeman's oath," May 24, 1686: John Cooke, John Russell, sen., John Smith, Samuel Jene, sen., Arthur Hathaway, William Wood, James Sampson, John Shearman, George Cadman, James Tripp, Samuel Jeney, jr., John Hathaway, Josiah Smith, Joseph Russell, Hezikiah Smith, Deliverance Smith, Seth Pope, Joseph Trip, Jonathan Russell, Jonathan Delino, Thomas Taber, Samuel Cornell, James Sison, John Spooner, Nathaniel Soule, George Soule, John Jeney, Eliazer Smith, Return Badcock, William Spooner, Lettice Jeney, —— Shearman, —— Howland, Richard Kerby, sen., Joseph Taber, John Earl, Ralph Earle, jr., Stephen Peckum, Ralph Earl son of William Earl, William Macomber, Samuel Willcocks, James Franklin, Samuel Spooner, William Wood, Anthony Savery.

From the phraseology of the record it is probable that this list embraces the names of all of the inhabitants entitled to vote at the annual meetings of the town.

In 1686 it was ordered by vote of the town that a meeting-house be built that shall be "24 feet long, 16 feet wide, 9 feet stud, and to be covered with long shingles, and to be enclosed with planks and clabboards, and to have an under floor laid, and to be benched around, and to have a table to it suitable to the length of said house. Also for two light windows." Seth Pope and Thomas Taber were chosen "to agree with a workman to build said house;" and it was ordered "that the workmen shall be paid in the same spase of the County Rate to be raised by rating all the ratable inhabitance, and gathered by the constable, and paid to the workmen."

At this town meeting it was provided that John Russell, sen., should

make a pound and a pair of stocks. It is evident that the town had use for them, for he was ordered to furnish them "forthwith," and it was stipulated that "four and twenty shillings" should be paid him by the constable.

Meetings of the Society of Friends were established in the township about this time, their services being held at a private house. They built their first meeting-house in 1699, on the same spot now occupied by the present one at Apponegansett. The land, comprising six acres, was given them by Peleg Slocum.

The Dartmouth Monthly Meeting was organized during this year (1699), and the records of the denomination are in existence from the above date until the present time (1892).[1]

At the town meeting held February 16, 1703,[2] it was voted "that James Gardner should not be the minister of the town." This item is a significant one and reveals the strained relations of the people with the Established Church.

The cause of education was considered at this early period. In 1704–05, Daniel Shepherd was chosen schoolmaster, and "eighteen pounds and his debt" was voted to him for his service for the year.

It was also ordered "that every householder being a planter shall kill twelve blackbirds between the first day of January and the middle of May yearly, on pain of forfeiting three half pence for every bird they shall neglect killing of said number, said forfeiture to be added to each defective person's town rate yearly to be paid into the town stock. And further, it is ordered that for every blackbird that shall be killed within the time limited over the number of twelve, each planter as above shall be paid one penny out of the town stock, or be abated out of their rate in the next town rate. It is also ordered that Joseph Tripp, Matthew Wing, Nathan Howland, John Russell and Isaac Spooner be the persons to take an account of what birds are killed in the town, and give an account yearly to the selectmen, so that the penalty may be laid on such as are negligent and money may be raised to pay them that kill more than their number. It is also ordered that there shall be

[1] The records are in possession of the Dartmouth Monthly Meeting; and a copy of the same (from 1699 to 1793) is held by the New Bedford Monthly Meeting, for purpose of reference.

[2] From 1686 to 1703 the town records are not in existence so far as known.

a law book bought for the town's use and be paid for out of the town rates."

In 1705 the town was presented to the Court at Boston for want of a minister according to law. The matter came up for discussion at the town meeting and answer was made to the charge, "that we have one qualified as the law deems, an honest man, fearing God and hating covetousness, and a learned orthodox minister, able to dispense the Word and Gospel to us."

In 1709 it was agreed with Henry Howland "to make a pair of stocks and whipping-post."

The wild beasts of the forest were a source of trouble to the inhabitants, as indicated in the action of the town in 1713, when it was voted "that twenty shillings shall be added to each person that shall kill a wolf within the township of Dartmouth."

In 1721 it was voted that "all geese running at large from the 1st day of April to the last day of October without their wings cut and without a yoke upon them shall be placed in the town pound, and the owner of such geese shall pay one penny a piece for pounding the same."

At the town meeting held in October of this year, "John Akin, Philip Taber, and Thomas Taber, jr., were chosen trustees to receive Dartmouth's proportion of the £50,000—£580." It was voted that "no man shall have more than £50, or less than £25 of said money."

In 1722 the town voted that there shall be "three shillings allowed for any grown wild cat that shall be killed within our township from the last day of September to the first day of March yearly to the person or persons that kill them, and six shillings for each wild cat killed the other part of the year, and that the selectmen are ordered to make such orders to prevent any fraud on the account, as they may think proper." The town meetings of this year were frequent, the proceedings relating largely to taxation, and important action was also taken bearing upon the case of the Quakers in their appeal to the home government, related on an earlier page.

The cause of education was advanced in 1728 by vote, "that there shall be two schoolmasters upon the town charge beside the grammar schoolmaster."

The town engaged the services of two ministers in 1730, who found favor with the inhabitants, as shown in a vote that Philip Taber and Nicholas Davis be "chosen and approbated as ministers to dispense the word of God and promote the gospel of Christ." The township placed itself on record against the sale of ardent spirits by a vote taken at the town meeting on November 23, 1730, "That Samuel Cornell shall have the three pounds, six shillings and eight pence which was due by a note under his hand to John Aikin, for a fine for his wive's selling drinks, the note bearing date January, 1722–3."

The following record, passed in 1733–34, shows how the schoolmasters of early days were paid and cared for. It was voted that "William Lake as grammar schoolmaster, paid forty-five per annum" (probably forty-five pounds). Voted, "that all people who receive benefit of the said schoolmasters by sending their children shall frankly give said master their proportionable part of his diet, washing and lodging as he shall be removed by order of selectmen."

In 1736 the bounds between Dartmouth and Tiverton were defined by the selectmen of the two towns. The record quaintly reads: "We began where the bounds between Little Compton and Dartmouth ended, and renewed by a range of marked trees until we come to a tree fallen down near the pond and so to the pond, which pond is the bounds, and so to the stony brook, which brook is the bounds to Watupa pond, the west side of said pond to a white oak tree, and from thence over said pond to a stump of a tree fallen down, and by a range of old marked trees, and marked them anew with a blaze, with three chops of an axe over said blaze, until we come to the peaked rock, which rock is by a path that leads from Dartmouth to Plymouth and ended there. Dated 30th of the tenth month, called December. Joseph Anthony, Philip Taber, jr., Isaac Wood, Restcom Sanford, Selectmen; and by order of selectmen of Dartmouth and Tiverton."

In 1739 a new town-house was ordered to be built, and Capt. Samuel Willis, George Lawton and John Howland were chosen a committee to superintend its erection. They were ordered "to have it finished as soon as may be done with conveniency, and with convenient glass windows and shutters." They were also instructed "to make the best of the old town house either in selling it or in pulling it down and use

what of it may be profitable toward finishing of the said new town-house, and they which buy the said old house shall convey it off the lot where it now stands."

At the town meeting held March 30, 1741, it was put to vote "whether it be the town's mind to come under the government of Rhode Island, and it passed in the affirmative by a clear vote."

A workhouse was established in 1742 for "the setting to work of all idle persons," and William Sanford was placed in charge.

In 1746 the selectmen were instructed to "take charge of the child of Sarah Manchester who had deceased, to care for her and administer and recover the estate for the benefit of the said child." These two instances illustrate the humane character of the local government in those early times.

In 1747 the town clerk was empowered "to draw so much money out of the treasury as will purchase a book for the town to record marriages and the intention of marriages in."

At a town meeting held June 2d of the same year, Nathaniel Soul [Soule] was chosen agent to represent the town of Dartmouth "in preferring a petition to the Great and General Court now assembled at Boston, with the rest of the neighboring towns, who are for petitioning for the several Courts to be holden for the county of Bristol to be removed from Taunton to Dighton or elsewhere nearer the center of the county."

The distance by road from Dartmouth to Taunton at that time was thirty-five miles, and much inconvenience and hardship was experienced by the inhabitants of this section in reaching the terms of Court.

The following petition was presented to the General Court at Boston in 1747; it reveals continued division of opinion among the inhabitants regarding church matters:

"The petition of us, the subscribers, inhabitants of Accushnet village in Dartmouth, in behalf of ourselves and others humbly showeth that the Presbyterian Church and congregation in said village being now destitute of a settled minister of the Gospel and finding ourselves unable to proceed in calling and settling one either as a town precinct and methods in which we settled in times past now failing and being desirous of a speedy settlement, having been without a pastor for more than a year therefore humbly pray your excellency and honors to consider our case and form us into a precinct by the known bounds of Accushnet village and invest us with the privileges of a precinct,

or in any other way cloath us with power regularly to proceed under the protection of the law to call and settle an orthodox minister among us for which as in duty bound your petitioners shall ever pray."

At a meeting held September 22, 1747, Capt. Lem'll Pope and Christopher Turner were chosen agents to show to the General Court on behalf of the town that the above petition, signed by a small number of the inhabitants of Acushnet village, should not be granted. It was voted unanimously that the town was unwilling that "Acushnet village" should be set off from Dartmouth. The record says that Samuel Willis, Esq., was present but would not vote, "and declaired himself nuter."

Several ways were laid out in the year 1750 by the selectmen, all of which were ordered recorded at a town meeting held May 15, 1750. They are described as follows:

One "that comes from the way that leads from the northeast corner of Robert Kirby's homestead;" another, "running from Isaac Spooner's homestead;" and one "that begins at a stake standing in the dividing line between Noah Allen's land and the land of the Giffords."

Another description of a way laid out by the selectmen of Dartmouth on the second day of the third month, 1750, is as follows:

"An open way of forty foot wide beginning at a stake standing in ye dividing line between Noah Allen's land and ye land of ye Giffords and in the line of the way that comes by David Giffords, from thence south four degrees and a half west twenty-four rods to a stake and a heap of stones about it, thence south four degrees and a half east eighteen rods to a stake and a heap of stones, thence south thirty degrees east thirty-three rods to a stake and heap of stones which Archepas Hart declared to be ye northeast corner bounds of John Handy's land, thence south twenty-four degrees and a half east twenty-three rods to a stake and heap of stones which ye above said Archepas Hart declared to be ye southeast corner bounds of ye said John Handy's land; all the bounds and ranges are on ye westward side of said way, which way Noah Allen promised to warrant to ye said town in liew of that way that runs through his meadow land that was formerly there laid out, as witness my hand, NOAH ALLEN.

"Finished by us the subscribers the day and date as above said,

"HUMPHREY SMITH,
THOMAS HATHAWAY,
JEDEDIAH WOOD,
} Selectmen of Dartmouth."

At a meeting held September 26, 1751, Humphrey Smith was chosen agent to prefer a petition to the General Court for the "setting a jurisdiction line between Dartmouth and Rochester."

November 9, 1751, voted, "that Henry Howland should have twenty-four pounds allowed him for his extraordinary services and for collecting all the taxes in said town for the year 1750–1."

December 25, 1751, William Sanford gave the town one-quarter of an acre of land on which the town-house was to stand forever. (So reads the deed.)

From the following copy of a certificate found in the town records, it appears that the authorities in those days were very careful regarding those who were received as inhabitants of their towns:

"To the honorable the Selectmen of the town of Dartmouth:—

"Gentlemen—These may certify that Thomas Anthony hath moved out of our town to the town of Dartmouth, he thinking it being for his advantage, and if you will Receive him and his family into your town we will Receive them back again at any time when they shall become Chargeable, Provided you send them back as soon as they shall become Chargeable, they being inhabitants here.

"By order of Council I have given forth this certificate.

"Portsmouth, June ye 8th, 1752. ROBERT DENNISS, Con'l Clerk."

"The above said certificate was recorded by order of the selectmen of Dartmouth by me, BARTHOLEMUS TABER, Town Clerk."

The non-combative spirit of the majority of the inhabitants is shown in their neglect to obey the law requiring each town to have on hand a stock of powder and bullets. In a warrant issued by the selectmen February 5, 1756, it is stated:

"Whereas by Law the Selectmen are obliged to Procure a Town Stock of Powder and Bullets and we have been sent to by the Commission Officers of the Ridgment and we daily expect to be fined unless we speedily Procure one; now for the town at said meeting to Pass a vote that the selectmen shall Draw money out of the Town Treasury for to Procure a town stock according to law."

At a town meeting held February 17 the voters heeded the warning and passed the order. In reference to this ammunition the following receipt is recorded:

"Dartmouth June ye 18, 1756.

"Then received of ye selectmen of ye town of Dartmouth one barrel and three quarters of gunpowder and five hundred two quarters and three pounds of lead it being ye stock ye selectmen procurred for ye town above sd and I promise to deliver out ye sd powder and lead again to ye selectmen as they shall order and to their successors in sd office.

"WILLIAM WOOD,
BENJAMIN AKIN,
JIREH SWIFT,
} Selectmen of Dartmouth."

In 1758 the township was compelled to furnish its quota of soldiers as follows:

"Return of the Men inlisted or impressed in Dartmouth for His Majesty's Service, within the Province of the Massachusetts Bay in the Regiment, whereof Ezra Richmond by—is Col., to be put under the immediate Command of His Excellency, Jeffry Amherst, Esq., Commander-in-Chief of His Majesty's Forces, in North America,—for the Invasion of Canada. Samuel Tripp, age 24; James Salter, 17; George Hack, 30; Corn's Spooner, 26; George Jenne, 24; Josiah Warren, 17; Zernal (?) Haskell, 34; Nathaniel Haskell, 27; Thomas Wilwoks (?) 17; Gideon Sherman, 16; Joseph Caswell, 19; James Jones (Indian) 23.

"P. S. These men marched to Lake George, 1758.

"A Muster Roll of the Company from Dartmouth in His Majesty's Service, Under the Command of Baeachiah Basset, Capt. 1760: Samuel Trip, Joseph Caswell, Josiah Drew, George Hack, Jehazael Jenny, James Jones, Gideon Sherman, Thomas Willcoks, (all served seven months).

"A Muster Roll of the Company of Foot in His Majesty's Service Under Command of Capt. James Andross, in a Regiment raised in Dartmouth by the Province of the Mass. Bay, for the Reduction of CANADA; whereof Thomas Dotty, Esq., Colonel. Privates, John Rouse, James Spooner, William Willcocks, Aholiah Washburn, Phillip Washburn, Isaac Wickom, John Peagon.

"1760—Stephen Bennett Inlisted Mch. 10, Age 22; Benjamin Brownell Inlisted Mch. 20, Age 27; Gideon Bennit, Inlisted Mch. 17, Age 18; John Tucker, Born at Dartmouth. Residence at Boston."

In this connection the following further extracts from the military records bear an especial interest for this locality:

"Pay Roll of the Company in His Majesty's Service, Under the Command of Capt. Josiah Dunbar, Esq., 1763: John Tobey, (Father's name Timothy) served from Mch. 20 to Nov. 19, Silvanus Tobey, Bazeliel Washburn, Thomas Washburn, Richard Charles Waist (Probably Waistcoat, as I find that name on the Roll), served from Mch. 24th to Nov. 19th as Privates; George Hack, served from Mch. 22 to Nov. 19.

"List of Officers Commanded for the 2d Regiment of the Militia, First Company in Dartmouth, in the County of Bristol, July, 1771: Capt. Elnathan Tobey, First Lieut. Samuel Pope, Second Lieut. Elnathan Sampson, Ensign Chillingsworth Foster (since made a Lieutenant).

"List of Officers Commanded for the Second Regiment of Militia in the County of Bristol, Zaccheus Tobey, 1st Major, 1762.

"First Company in Dartmouth, Capt. Ebe'r Aken, Lieut. Jona. Winslow, Ensign, Elnan. Tobey.

"Second Company in Dartmouth—Capt. Job Almy, Lieut. James Wilkey, Ensign, Joshua Richmond, Ensign, Jerh. Gifford.

"Third Company in Dartmouth—Capt. Ezek. Cornell, Lieut. William Hix, Ensign, Samuel Brownell, Lieut. Benj. Davall.

"Fourth Company in Dartmouth—Capt. Benjamin Sherman, Lieut. Thomas Dennes, Ensign, John Babcock.

"Fifth Company in Dartmouth—Capt. Hezh. Winslow, Lieut. Benj. Terrey, Ensign, James Clark."

In 1760 James Smith was granted the privilege of living in the workhouse for two years for $5 per annum. This sum he was to expend in repairs on the house, and he was empowered to "take care of all the poor and idle persons that shall be sent to him to keep them to labor."

A quaint law was in operation that made it necessary that the selectmen should be apprised of each new inmate of every man's house or the acquisition of a new member in his family. The following is a copy of a notice in the town records:

"To Humphrey Smith, Walter Spooner, and Ezekell Cornell the present selectmen of ye town of Dartmouth Greeting:

"This is to notify you as the law directs that I have taken in my house a young woman to dwell in said town named Elizabeth Baggs, daughter of John Baggs, of Newport in the Colony of Rhode Island, &c., she came to reside with me this day. Given under my hand this 30th of the six month called June 1762, pr.

"WILLIAM ANTHONY.

"Received the above July ye 14th, 1762. Humprey Smith, one of the selectmen of Dartmouth."

The events chronicled in this chapter span a century of time, and compose quite all of any importance or interest on record that relate to the early history of the township. It should be borne in mind that the inhabitants of Dartmouth were not attracted thither because of its fertile soil, and yet agriculture was their principal employment. Many had located their homes on this, the border line of Plymouth Colony and far away from the then centers of civilization, that they might be free from religious persecution. The growth of the township was necessarily slow; and it is only during the closing decades of the century that any record is made that refers to industrial or maritime affairs.

CHAPTER IV.

BEDFORD VILLAGE.

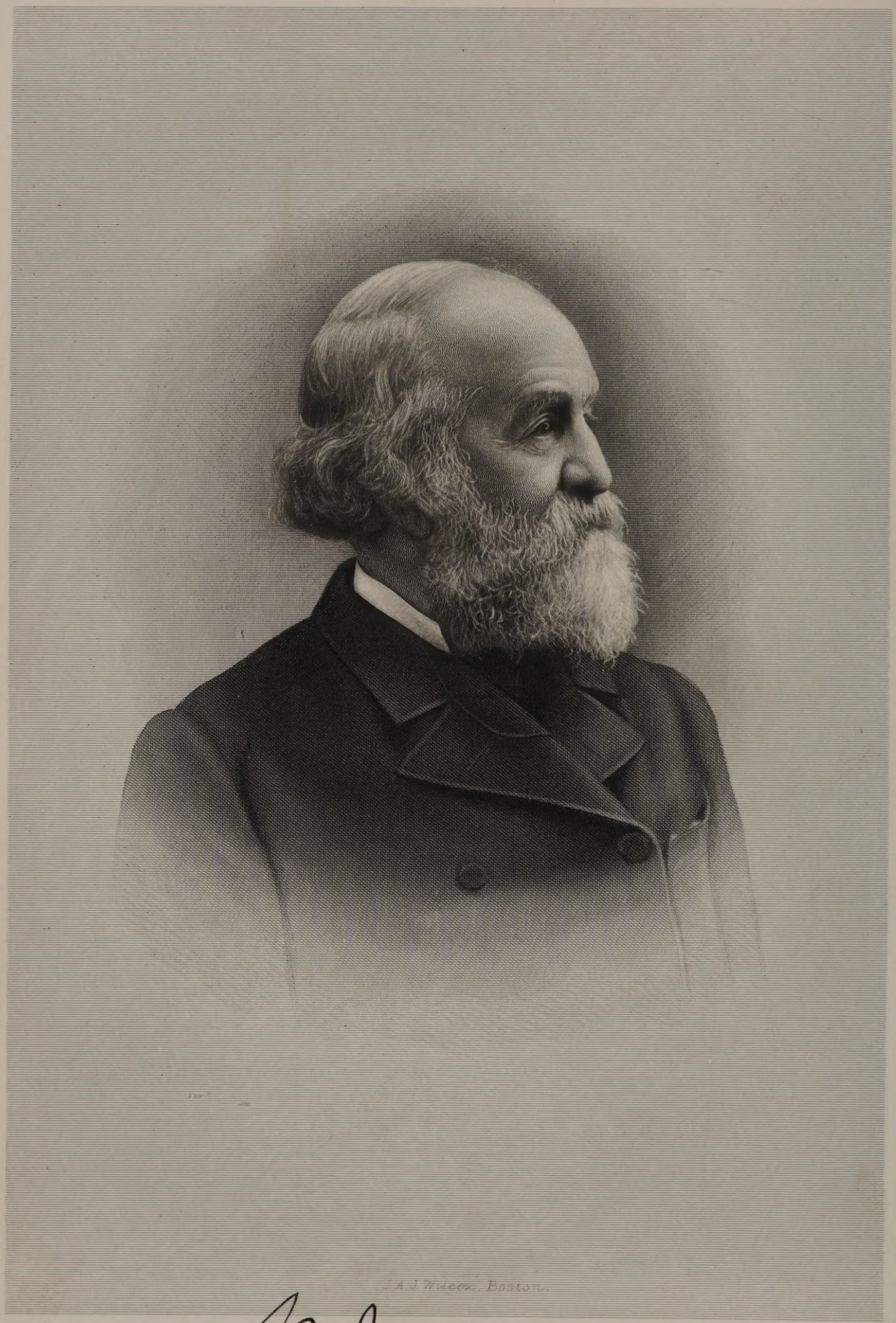
Founding of Bedford Village — Joseph Russell's Purchase — John Loudon's Settlement — Benjamin Taber — Other Early Residents — Beginning of the Whale Fishery — The Rotch Family — Extracts from Early Dartmouth Records.

HAVING in the preceding chapter given the details of early times in the old town of Dartmouth and its vicinity, and of the strange and often trying experiences of the pioneers, let us now follow the founding and settlement of Bedford village. Joseph Rotch, an enterprising merchant from Nantucket, moved here in 1765 and established himself in the whaling business. His first intention was to settle on the Fairhaven side of the Acushnet River; but not being able to secure satisfactory shore privileges, he made land purchases on the western slope. He purchased of Joseph Russell ten acres of land[1] in one lot, besides other smaller tracts in various parts of the town. As the territory had been held in the Russell family, and as this was the family name of the Duke of Bedford, Mr. Rotch made use of the name and Bedford village came into existence. Mr. Rotch found an infant settlement established, composed of a few industrious merchants and artisans.

In 1760 John Loudon had purchased the first land sold from the homestead farm of the Russells, an acre of ground just south of the four corners (the intersection of the present Union and Water streets), on which he built a house in 1761. He was a caulker by trade, and his intention was to carry on ship-building. The shore line of the land was eligible for this purpose, the tide then flowing as far west as the present South Water street. At one time Loudon kept a tavern. His house was burned by the British, September 5, 1778.

In the spring of the same year (1761), Benjamin Taber purchased land to the north of the site of Snell's bakery and erected a structure for boat-building and block-making. He built the first whaleboat in

[1] For deed see page 74, "Centennial of New Bedford."



J. A. J. Wilcox. Boston.

Benj. J. Rotch

Morgan Rotch

the village. His home was in the house still standing on the north side of Union street, the first one below North Water. This house was built by Gideon Mosher, a mechanic, and was purchased of him by Benjamin Taber in 1765. This, and other adjoining property, is still held by the Taber family, and the buildings are used in the art business of Charles Taber & Co.

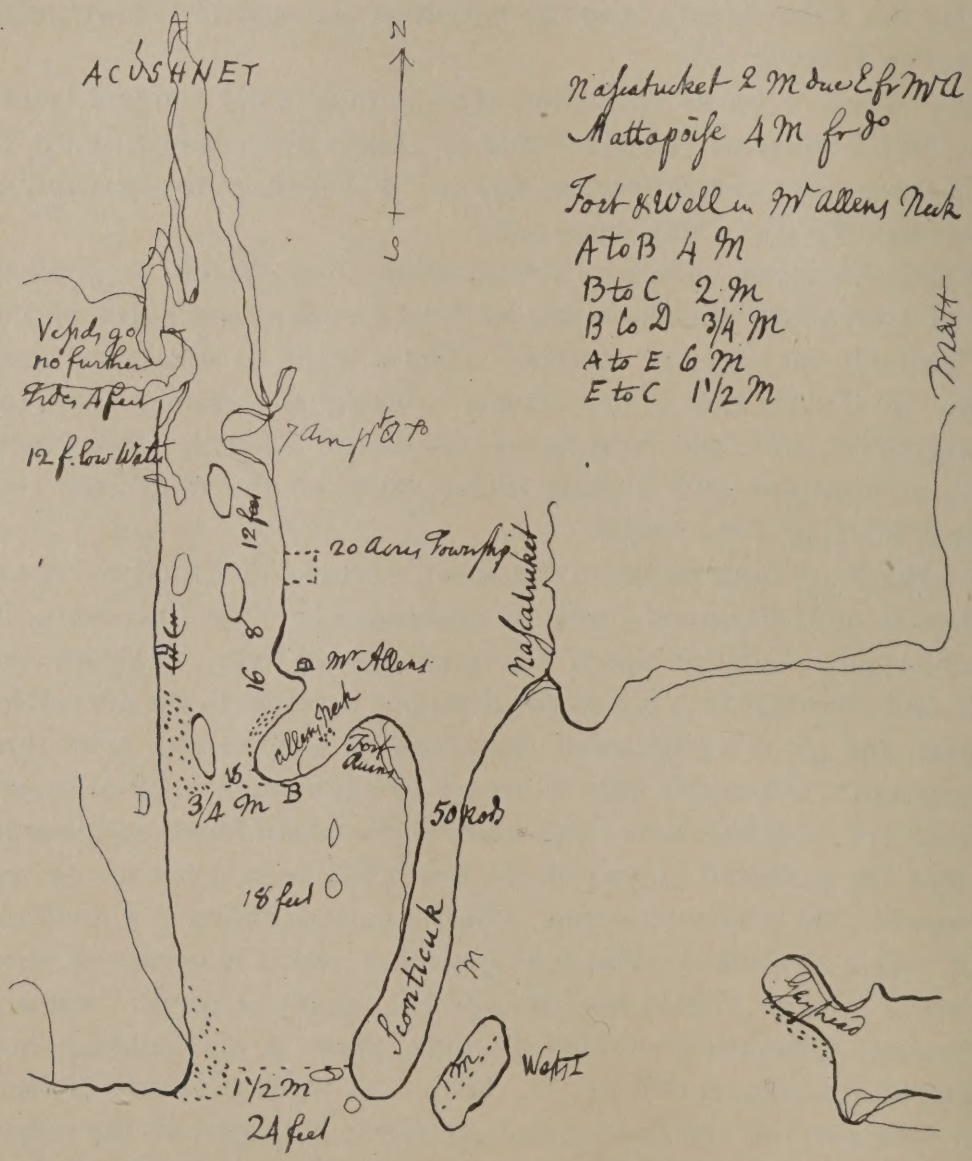
John Allen, a house carpenter, was another early resident, and in 1761 built a house on the south side of Union street below South Water, in those days called Prospect street. This house he afterward sold to Barzillai Myrick, a ship carpenter.

In 1762 Elnathan Sampson, a blacksmith from Wareham, purchased a lot of land south of that owned by John Loudon, and north and east of "land left for ways or streets." These ways or streets are to-day known as Union and Water streets. Along the county road (now County street) were the farm houses of Joseph Russell, Caleb Russell, Ephraim Kempton and Samuel Willis, while on the river front was a single wharf and a try-house.

In 1762 Rev. Ezra Stiles, of Newport, visited this locality. Among his papers and documents, now in possession of Yale University, is a sketch or map made by him of this territory and river. The drawing is crude and incorrect in a few particulars, but it serves to lift the veil from the past, and gives a glimpse of the place as it appeared more than a century ago. From this map it is easy to understand that the western shore of the Acushnet River was a broad domain of forest and meadow, and that the scattered houses of the few inhabitants made no perceptible break in the primeval scene. On the eastern shore is a small cluster of houses at Oxford village, and another near the corner of Bridge and Main streets. Between this and the "point of rocks," known to the present generation as Fort Phœnix, there is one solitary house marked on the map as that of Mr. Allen. A "fort in ruins" is located about where is now the beacon, but no fort is indicated on the extreme point where now stands Fort Phœnix. It is, therefore, a fair conclusion that this structure was a creation of the American Revolution.

The whale fishery was at this period in its infancy, a few small vessels being employed as early as 1751. Joseph Russell, the founder of Bedford village, was the pioneer in this industry, which became an impor-

tant factor in the growth and development of the place. The voyages of these craft of forty or sixty tons were made on the Atlantic coast, and were from six weeks to two months in duration. The operations of this business were necessarily limited by want of capital and experience.



From a sketch made in June, 1762, by Rev. Ezra Stiles, of Newport, R. I., and preserved among his papers in Yale College Library.

Such was the primitive condition of the settlement when Joseph Rotch made his permanent residence here in 1765. Under the mighty impetus given by this energetic business man, with his abundant means

and skillful methods, the wheels of industry began to move. Houses and shops multiplied, highways were opened, wharves were built, the population increased, and the river front became the center of an active business. Ship-building was vigorously prosecuted, one after another vessel was launched, and soon a goodly fleet was engaged in the fishery on the coast, returning with good cargoes that found a ready market. Other ships were engaged in the merchant service, sailing over every ocean and bringing home the products of other countries in exchange for those of our own.[1] Under a grove of button wood trees that stood by the river bank, near the spot where now is Hazard's wharf, the keel of the first ship was laid. This vessel, built and owned by Francis Rotch, the son of Joseph, was named the *Dartmouth* and placed in the merchant service. It was not only famous as being the first vessel built on these shores, but it was distinguished in the American Revolution as one of the fleet of tea ships that were boarded by the "Tea Party" in Boston harbor on a certain evening of December, 1773. Other famous ships were the *Bedford* and the *Rebecca*, which were among the first built here.

Joseph Rotch was born in Salisbury, England, in 1704, and with his three sons, William,[2] Joseph and Francis, removed from Nantucket in 1765. His residence was located on the west side of what is now Water street, just south of William. It was burned by the British during the invasion in 1778. (See sketch of the Rotch family in later pages of this work.)

[1] At this time, and even as late as 1815, the tide flowed close up to Water street, at the foot of Elm; southward the shore took an easterly bend, and then swept southwesterly to the very head of what now is Commercial street, on Water.

[2] William Rotch, sr., who came to New Bedford in 1795, is thus described by his grand-daughter, Mrs. John Farrar, in her charming book, published in 1866, "Recollections of Seventy Years:"

"William Rotch was a very handsome man, tall and erect, dressed in a whole suit of light drab broadcloth, with knee breeches, shoes and buckles. His head was a little bald, with flowing white locks, while still in the prime of life. His appearance commanded respect, and his manners were as polite as Quaker sincerity would permit. My earliest recollections date back to the time when my parents and grand-parents resided in Dunkirk, France, during the latter part of the reign of Louis XVI. * * * * William Rotch was a native of Nantucket and a member of the Society of Friends. * * * * The residence in a French town of such an exemplary of Friends was hailed by the English Quakers as affording an excellent opportunity for promulgating their doctrines, and a succession of preachers came over to Dunkirk for that purpose, and always staid at our house. As they spoke no French, my father (Benjamin) used to act as their interpreter. But once, when he could not attend, a person was employed in his stead. The preacher began his discourse with these words: 'Job was an upright man,' and they were rendered into a French expression equivalent to, 'Job was a tall, gentlemanly man,' and the rest of the sermon was probably no nearer than that to the real meaning."

Under the skillful and energetic leadership of these pioneers the whaling enterprise rapidly developed to a remarkable degree of success, only to be as quickly paralyzed by the war with the mother country.

At the town meeting, June 24, 1766, Walter Spooner was chosen to represent the town in making an alteration in the jurisdiction line between Dartmouth and Freetown. In 1768 the question was considered by the citizens relating to "the Incouraging our own Manufactures."

The following extract from the Dartmouth records foreshadows the events that led up to the American Revolution: At the town meeting held September 19, 1768, "Walter Spooner was chosen as committeeman to appear at Funal [Faneuil] Hall in Boston on the 22d instant, September, and joyn the committee in the several Towns in the Government to Consult on some wise and prudent Measures to prevent the distress and misery that is like to come on said Government by reason of a Number of Troops to be Quartered on said Government."

March 8, 1769, the highways known at the present time as Union, North Water and South Water streets were laid out.

In 1770 the town took an advanced step in the education of youth and voted, "There be one Grammar Schoolmaster Provided for said Town by the Selectmen and by them placed and replaced as they shall judge proper."

The following interesting document is found among the Dartmouth records. It points with no uncertain hand towards the birth of that Abolition sentiment which subsequently developed to such a degree as to make New Bedford famous in the great anti-slavery movement:

"Whereas Elnathan Samson of Dartmouth in the county of Bristol and Province of the Massachusetts Bay, in New England, Blacksmith did on the eighth Day of November, A. D. 1769, at Publick Auction purchase, buy and become possessor of a Negro Man slave Named Venter aged about Forty six years as may appear by a bill of sale of said Negro given to the said Elnathan Samson by Job Williams a Deputy Sheriff in said county of Bristol, who was then Taken and sold by virtue of a Writ of execution wherein one Daniel Russell was creditor and one Jeremiah Child Debtor, as the proper Estate of the said Jeremiah Child before the said Sale and the said Elnathan Samson Did afterwards reconvey one half of said Negro to John Chaffee of said Dartmouth, Spermaceti Manufacturer. These are therefore to certify whom it may concern, that we the said Elnathan Samson and John Chaffee for and in consideration of the Sum of Twenty one pounds six shillings and five pence Lawful money of sd Province to us in hand paid by the said Negro man Venture, the Receipt whereof we hereby Acknowledge have aquit-

ted and renounced all Right Title or Interest whatever in and to said Negro & Do hereby set him at full Liberty to act his own will from the day of the Date hereof forever. In witness whereof we have hereunto set our hands and seals this ninth Day of July in the Tenth of His Majestys Reign Anno Domini:.....177.. .... Signed and sealed in the presence of Edward Pope.

"ELNATHAN SAMPSON,
"JOHN CHAFFEE."

"ELISHA TOBEY,
"WILLIAM ROTCH.

"Bristol, ss., July 9th, 1770. Personally appeared Elnathan Samson and John Chaffee & acknowledged this Instrument to be their act & deed, before me Elisha Tobey, Just. of the Peace .....

"Recorded by me this eighteenth Day of July 1770.....

"BENJAMIN AIKIN, Town Clerk."

Elisha Tobey, Esq., was elected to represent the town of Dartmouth in "a Great and General Court appointed to be convened, held and kept for His Majestys service at Harvard College in Cambridge upon Wednesday the 29th Day of May Instant."

The importance of regulating the seining of fish near the Dartmouth shores was recognized by the town, and on May 21, 1771, it was voted "to lay a duty of two Shillings Lawful Money per Barrel on all fish Seigned within the harbors or coves of this Town this present year and the duty Rased thereby to be paid to the Town Treasurer for the use of Said Town."

In 1773 it was voted "that the workhouse in the Town of Dartmouth be Properly Endowed with suitable Utensils for said house and to be regulated according to Law."

It was also voted "to raise by way of tax the sum of Eighty seven pounds eight shillings and four pence Lawful money to defray the charges accrued to said town by Building the New Workhouse in Bedford in Dartmouth." This is the first instance in which Bedford is mentioned in the Dartmouth records. The building alluded to was located on the east side of South Sixth street, between Spring and School.

The following account of the financial condition of the town in 1774 is worthy of preservation here. May 11th, Thomas Hathaway, William Wood and John Wady were appointed to receive and examine the accounts of debts brought against the town. They found the "hole of

the Demand Brought against said town that are Come to hand Amount to the sum in Lawful money - - - - $£186=7=0¼.

We also find by outstanding orders £197=0=0.

	£383=7=0¼
We also find the bal. due to the town from John Smith to be	£1=17=1=½
In Mathew Wings hand,	£1= 5=5=0
In Thomas Denneys hand,	4= 3=6=½
In Isaac Spooners hand,	4= 9=0=½
In Samuel Haws hand,	118= 4=0=0
In Prince Allens hand,	76= 9=4=0
In Natha'll Potters hand	80= 9=0=0
In William Tallmans hand,	27=11=1=0
	£314=14=6=½
1774 May 10th Town in Debt,	383= 7=0=½
Towns Credit,	314=14=6=½
	£68=12=6=0
1773 Terries Account,	£30= 0=0=0
Crans oder,	0= 0=0=0
Town of Dartmouth in Debt May the 11th, 1774,	£98=12=6

The following article in relation to the first proprietary lines in New Bedford, was published in the New Bedford *Evening Standard*, March 26, 1885. It was written by Hon. Thomas M. Stetson, and with his permission is inserted here:

"On May 31, 1711, a splendid tract was laid out to Manasseth Kimton. It extended 1⅓ miles west from the river, and was 182½ rods wide. August 25, 1711, the homestead of Joseph Russell, jr., was laid out to him 96 rods wide. The two locations by their terms bound on each other. The exterior line on the north was the Willis line, and on the south the Allen line. The Willis line is well known. It is still visible from Cedar street nearly to Rockdale avenue. It was proved in the case of Johnson *vs.* Black. It is authenticated also by Mr. William A. Read, the present representative of the race of Col. Samuel Willis. Mr. Reed still owns lands (which never have been sold) bounded to that line. It lies 143 feet south of Smith street. The Allen line is also well known. It is the north side of the 'Common Burial Ground'; the south side of the Fifth street school-house lot, the garden of the late Joseph Grinnell, etc., etc.

"From this Willis line to the Methodist church line is $132\frac{12}{100}$ rods. This will not do at all, for the 'Kimton Lott' was 182½ rods wide. From the Allen line to the Methodist church line is 158⅘ rods. This will not do either, for the location to Joseph Russell, jr., was but 96 rods wide, and the liberality of the old surveyors could never overrun so much. Where, then, was the original Kimton line?

"The total width of the two lots (Russell and Kimton) was, by the calls of their locations of 1711, 278½ rods. By modern measure it is 290$\frac{3}{10}$ rods, that is an excess of 4½ per cent., an excess by no means unusual in ancient surveys. The excess is ascertained here, because the positions of the Allen line and of the Willis line are known. The same surveyor in the same year surveyed both the Russell lot and the Kimton lot, and we may presume he used the same method of measure in each, viz.: exceeding our modern measure by 4½ per cent.

"Applying this rule, we find the original Kimton line. It ran from the river at foot of Shepard's lane, along the south side of the house of Thomas R. Rodman, esq., and through a singular 'jog' which existed not long since at the south gate of the late James Arnold on County street. [See city map of 1871]. In this jog stood securely an oak—not very large—stunted, gnarled, and evidently quite aged. It interfered with the natural curve of Mr. Arnold's carriage way. Its ugliness was so salient that I once asked him why he left it in front of his beautiful grounds. He said, 'That oak is a historic bound.' It is stated by Mr. Edward Russell that a lane formerly ran westward from this point.

"Another test is useful. The 'Kimton Line' was only 38 rods from the still existing 'Lowden Wall.' [See location to Joseph Russell, jr., of his "addition" May 10, 1712]. This distance, with the excess of 4½ per cent. as above, brings us again to the Arnold oak.

"It is not surprising that the original Kimton line has left few or no traces upon the ground. It existed only thirty-five years, and during that period the territory east of County street was substantially a forest. The first settler in the village of Bedford came about 1760. West of County street there were a few cleared fields. The ancient wall which extends westerly by the five trees across Mr. William J. Rotch's field to Cottage street, may be the sole representative now existing of the Kimton line of 174 years ago.

"It may be said that the Kimton line left the river near the 'Southward side of a little run of water,' and that such a run existed formerly at the Hazard's Wharf Dock, which is in the line of the Methodist Church. This is so, and if there were no other 'little run' it would be quite important. But there was another before the gutters and sewers diverted its supply. It originated west of the court-house, where the land (now owned by Mrs. Eliot) was once, as Mr. Arnold stated, a cedar swamp. It crept and wound eastward, keeping the sidewalk south of the court-house quite wet a few years ago. It next showed its moisture on the sidewalk north of Mrs. Ellis's house on Eighth street. It next appeared in the three spring-holes of City Hall Square. Passing Cheapside it had acquired the character of a 'little spring brook,' and is so described in the Joseph Rotch purchase of 1765. The southwest corner of Mr. Rotch's purchase just hit this spring brook. It next gave name to the Fountain Lot (China Hall), and justified the establishment of the tan yard in Sears Court. Then turning southeasterly it crossed Union street at the store of J. & W. R. Wing. Here was a street bridge. It next justified another tan yard (James Davis's) about where the police court-house stands, and finally debouched into the propeller dock, eastward of Spring street or Shepherd's lane, just where it should, to answer the descriptive call of the location to Manasseth Kimton.

"If all this is true it may still be asked how did Joseph Russell (son of Joseph Russell, jr.), become owner of the land between the Arnold oak and the Methodist church line. He certainly was such owner, and after 1760 was conveying the lots near the four corners to John Lowden, Benjamin Taber, Elnathan Sampson and others. In 1765 he conveyed to Joseph Rotch the tract from Rotch's wharf to about Cheapside, and in the same year the tract on which the city library stands, and part or the whole of city hall, to David Shepherd. This question can be answered.

"In 1733 half of Manasseth Kimton's share in the Dartmouth proprietary came to his nephew Ephraim. This included rights to further locate undivided land, and also some land that had been already located in severalty, notably the great tract between the Willis and Russell lines. This land had been qualified at 282½ acres, but really contained about 500 acres. In the same year Ephraim conveyed 150 of these acres—rather less than a third—to his brother Samuel. In 1736 Ephraim and Samuel made an agreement to divide the whole tract, so that Samuel should have his 150 acres on the south and next to Joseph Russell, jr. In 1742 they carried this into effect. Ephraim conveyed all his right in the southern 150 acres to Samuel, and Samuel released to Ephraim all his right in the residence on the north and extending to the Willis line. Thus Samuel's 150 acres became bounded by the Arnold oak on the south and by the Methodist church line on the north. In 1744 Col. Samuel Willis bought all this of Samuel for £300 and two years later sold it for £500 to Joseph Russell, jr., who thus became sole owner from the common burial ground to Hazard's dock, and the original Kimton line became extinct.

"Until further information turns up we will conclude that the boundary between Russell and Kimton passed at or near the Arnold Oak, his 'historic bound.' As the other line, viz., by the Methodist church to Hazard's dock, has left so many traces it will doubtless continue to be styled the 'Kempton line.' But it was not the original line of Manasseth Kimton, the first and largest landholder in the populous part of New Bedford."

In 1768 there were in the township 772 dwelling houses, 158 tan, slaughter, and other workhouses, thirty grist, fulling and saw mills, one iron works, 525 horses, 797 oxen, 1,965 cows and heifers, 7,108 goats and sheep, 383 swine, 10,236½ acres of pasturage land, 2,124 acres of tillage land. There were twenty-one persons between the ages of fourteen and forty-five years, who were held as slaves, or, as the record reads, "servants for life;" 2,933 tons of vessels of every kind, 16,400 superficial feet of wharves. The number of rateable polls in 1765, was 1,033; in 1768, 1,148; in 1773, 1,231; and in 1774, 1,240. Total valuation of estates, real and personal: In 1765, £31,710; in 1773, £44,574; in 1774, £44,560. From these statistics, gleaned from original documents, it would seem that the township of Dartmouth was in a prosperous condition at the period when the American Revolution began.

CHAPTER V.

DARTMOUTH IN THE AMERICAN REVOLUTION.

The Tea Tax and its Consequences — Opposition of the Colonies to the Mother Country — Approach of War — Dartmouth Soldiers on the March — Local Naval Operations — Story from the Pope Manuscript — Exploit of the Sloop *Falcon* — The Battle in Buzzard's Bay — Bunker Hill — Dartmouth's Records of the Revolution — Town Meeting Proceedings Relating to the War.

THE Colonies were now in the atmosphere of the mighty struggle against the tyrannies and oppressions of the mother country. Events were occurring throughout the land that inspired the spirit of rebellion and imbued the American patriot with earnest desires to be free from arbitrary government. Dartmouth had its own peculiar experiences in the Revolution, and its local history touches many of the important events, the issues of which brought glory and final success to the American cause.

One of the most famous incidents of the American Revolution was the destruction of large cargoes of tea in Boston harbor on the evening of December 16, 1773. Since a Dartmouth ship, built by Dartmouth mechanics and owned by a Dartmouth merchant, was a prominent figure in this event, it is fitting to briefly sketch the story in these pages.

The tea tax imposed by the British government aroused great indignation in America, and the use of tea was practically discontinued throughout the land. Patriotic men and women refused to drink it, merchants would not buy it, and the American market of the East India Company was well-nigh ruined. On the 10th of May the government passed a law authorizing the company to export it on their own account, shipping it to consignees who were appointed in the principal colonies. The Sons of Liberty determined that the tea should not be landed, for already three loaded ships were on their way to our shores. The final outcome of this feeling was the casting overboard, by the excited people, of the first cargo of tea that arrived in Boston harbor. Two hours' work and the deed was accomplished, and the marauders retired

in good order. This affair gave wonderful impetus to the American cause throughout the country. Meetings were held everywhere, at which resolutions were passed approving this plucky resistance. Even the women joined the protest by making solemn vows that they would not drink tea till the act of Parliament was repealed. A meeting was held in Dartmouth in January, 1774, at which fifty-seven women were present. Strong patriotic action was taken. They pledged themselves to abandon "tea drinking" until the unjust act was repealed. Some of them, hearing that one of the citizens had just purchased some of the proscribed article, waited upon him and requested that he return it. This he gallantly did without delay, much to their gratification. They treated him to a glass of this country's wine. Several gentlemen present on this occasion honored him with a round of cheers.[1]

As a legitimate result of this important event (the Boston tea-party) the people of the colonies, especially those of New England, grew bold in their open defiance of the oppressive acts of Parliament. The latent strength of the coming nation began to assert itself, "committees of safety" were organized on the recommendation of the Provincial Congress, companies of minute men were formed, military stores collected in convenient places, all in anticipation of the coming struggle. In Boston, Prescott, Warren, Revere, Church, Hancock, Adams and others (in all about thirty, most of them mechanics,) banded themselves together, and two by two they traversed the city nightly, watching with jealous eyes every movement of General Gage and the British troops. Every suspicious act was reported at their midnight meetings. They were keenly alive to the importance of watchfulness, for they well knew that General Gage was disturbed by the large amount of military stores collected at Concord. Telegraph and telephones were then unknown, and so the church belfry became the signal station; the lighted lantern the flashlight that was to send out to the watchers the earliest information. Swift horses were ready to carry intrepid riders into the surrounding towns with the rallying call to the minute men. Anxious hours these must have been to the patriotic heart. The crisis

[1] On the shady side of Fir avenue, in our Rural Cemetery, close to the front line of the burial lot, stands a grave-stone, weather beaten and stained. It bears the following inscription: "Erected to the memory of Henry Perkins, who died February 18, 1836, aged 87 years, A soldier of the Revolution. He was a participant in the famous Boston tea-party."

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Wm. W. Crapo

came on the 19th of April, 1775, when the British troops in solid columns marched out of Boston and made their attack on Lexington and Concord. Paul Revere mounted his horse and made his famous ride into the surrounding towns. "The Britishers are coming!" was the alarm that he sounded. The minute men from Acton, Medford, Sudbury and the near villages responded to the call. The war was begun.[1]

And what had Dartmouth to do with this mighty event? What part did its villages of Bedford, Fairhaven, Acushnet, Padanaram and Westport take in these opening struggles for liberty? One of these swift riders sped to this southern shore, giving the alarm to the towns through which he passed. Down he came, through the road now called Acushnet avenue, giving the call to Acushnet and Fairhaven. Into Bedford village he dashed, sounding the call "to arms!" What excitement must have followed the arrival of this courier! What painful forebodings must have filled every heart when the drum-beat was heard through the town!

On the 21st day of April (mark the date, for the attack on Lexington was on the 19th,) three companies of minute men marched out of Dartmouth and went into camp at Roxbury to become a part of that grand army of twenty thousand men gathered for the defence of American liberty. The following are the rolls of honor:

A pay roll of the minute company which marched from Dartmouth April 21, 1775: Captain, Thomas Kempton; first lieutenant, Amasa Soper; second lieutenant, Gamaliel Bryant; sergeants, John Chadwick, John Swift, George Brownell, Ezra Winslow; corporals, James Spooner, Elijah Allen, Simson Spooner, Jeduthan Spooner; drummer, Benjamin Spooner; fifer, Obed Cushman; privates, Eleazer Allen, Noah Ball, David Badcock, Prince Brownell, John Coggshall, Lemuel Hathaway, Thomas Ingraham, Michael Spooner, John Spooner, Joshua Austin, Lettis Washburn, William Washburn, Ward Spooner, John Jenney, Peter Sands, Simeon Fuller, Robert Trighton,

[2] "The bad news flew fast. Into the country in all directions men rode, carrying the fearful tidings. There was a shock of pity and terror which crystallized into a fierce determination to do or die, and men grasped their muskets. Old Putnam, the boldest of men, unhitched his horse from the plow, and at the head of his troops marched on to Boston. Arnold started with his men from New Haven, declaring that none but Almighty God should stop him. Company after company followed him. So it was in Massachusetts. Hastings and Childs led the men of Greenfield (they volunteered to a man); Stacy, the men of New Salem; Prescott, the men of Groton; John Stark marched at the head of a crowd of volunteers from New Hampshire. In three days twenty thousand Americans had gathered about Boston eager to fight for liberty. General Ward took command, and General Gage, who commanded the English troops, was besieged in Boston by a crowd of exasperated men."—*New England History.*

Thomas Wrightington, Giles Tallman, Samuel Wait, Thomas Washburn, Samuel Trip, Thomas West, John Donerson, Robert Stewart, John Miles, Robert Crossman, John Nye, Benjamin Ellis, Samuel Howland, Jesse Boin, Job Winslow, George Badcock.

A pay roll of militia who marched from Dartmouth for Roxbury April 21, 1775, under the command of Captain Luen Pope: Captain, Luen Pope; first lieutenant, Isaac Drew; second lieutenant, Jacob Pope; sergeants, Isaac Annabel, Alden Spooner; privates, Edward Eldredge, David Todd, Jacob Hathaway, Israel Jenney, John Chapman, —— Hathaway, Pierce Brownell, John Noells, Joseph Martin, David Kirby, Sam. Sherman, Edward Stoddard, Cornelius Spooner, Thomas Jenney, Ebnr. Hammond, Ichabod Perkins, Elicher Hathaway, Joseph Chornish, Jona. Jenney, Samuel Joy, Will. Warren, Benjamin Roach.

Pay roll of the minute company which marched out of Dartmouth under command of Captain Daniel Egery, April 21, 1775: Captain, Daniel Egery; first lieutenant, Jno. Perkins; second lieutenant, Avery Parker; sergeants, Thomas Marshall, Joseph Pope, Joshua Loring, James Kempton; drummer, Ephraim Drew; corporals, Silas Cross, Jno. Eastland, Ezra Gauzy; privates, Daniel Kempton, Thomas Anderson, Thomas Crandon, Isaac Barrows, Abisha Jenne, Joseph Hinckley, Nathaniel Hammond, Thaddeus Parker, Seth Pope, Josiah Damons, Simeon Clark, Ebenezer Jenne, Ansel Blossom, Samuel Tupper, Jeremiah Stoddard, John Cowan, Samuel Cushman.

According to the pay rolls, this call was for five days' service; but these companies were soon after enrolled in Colonel Danielson's regiment of foot of the army of the United Colonies of North America.

"I well remember," says John K. Cushing, grandson of the commander, Capt. Kempton, "hearing my mother tell the story as she heard it from my grandfather's lips, how, when the news arrived in town, he was at work upon his new house, situated on what is now Thomas street. He was at work on the outside of the building when the alarm was brought to him (and it must have been conveyed to him by the swift rider) as the chief military man of the village. 'You must take care of everything now, for I am going to camp at Roxbury,' he said to his family, as he hastened away to muster his company of minute men. One of the neighbors took grandfather's horse, and away he went carrying the startling news into Rhode Island." Captain Kempton, in command of the first company mentioned, was an important man in his day and generation, for he was soon commissioned colonel and had already held the office of ensign under George III.

The organization of the Revolutionary army went on rapidly at Boston; and on May 10, less than a month after the battle of Lexington, the Provincial Congress, then in session at Philadelphia, elected George

Washington commander-in-chief; Artemus Ward, Charles Lee, Philip Schuyler and Israel Putnam, major-generals; and Seth Pomeroy, Richard Montgomery, David Wooster, William Heath, Joseph Spencer, John Thomas, John Sullivan, and Nathaniel Greene, brigadier-generals. The organization of the army of the United Colonies was complete with a force of about thirteen thousand men. General Gage, with his British troops, was shut up in Boston, and the city was surrounded with a cordon of colonial troops, who cut off to a serious extent the subsistence for his army. The naval vessels under his command were sent along the coast, foraging for supplies; and it so happened that the sloop of war *Falcon*, Captain Linzee, was dispatched to Martha's Vineyard to obtain cattle and sheep. Rodolphus W. Crocker states that the house he now owns and lives in, at Vineyard Haven, was occupied by the officers, and the sitting-room was their headquarters. At that time it was owned by Tristam Luce, who was in serious agitation lest his farm stock might be sacrificed. The commander informed him that the soldiers had been so long without meat that he could not be responsible for their acts. He promised him, however, that he should retain a milch cow; and so to make her safety sure, Mr. Luce kept her at night in the room occupied by himself and his good wife. The soldiers took from the island many thousand sheep.

A tradition is given of a Portuguese who resided on Martha's Vineyard, and who gained a livelihood in a small vessel by fishing. One day on the sound he was overhauled by the *Falcon* and ordered to heave to. Not understanding the English language very well he did not comprehend the order, but supposed the inquiry to be who he was. He mounted the rail and shouted "Manuel Jo." A second time he was commanded to heave to, and a second time he shouted back, "Manuel Jo." Again the order came with a threat, "Heave to or we will fire into you." "Manuel Jo, fire and pe plowed," was his reply, and he came about and put for the shore. He was allowed to escape. While the *Falcon* was cruising in the sound she captured two sloops, one belonging in Wareham. The crews were put on board under the charge of a lieutenant. The story of their recapture, on Saturday, May 13, 1775, is told in the manuscript history of the Pope family, by Joshua L. Pope, who received it from the lips of his father, Captain Nathaniel Pope, one of

the heroes of the first naval capture of the American Revolution. He was acting lieutenant, in charge of the minute company of this famous exploit:

"On Saturday afternoon of the 13th of May, 1775, twenty-four days after the battle of Lexington, the two military companies were in a field just out of the village paraded for drill. While they were engaged in their instructions a rider was seen coming at full speed from the east, who, on nearing, turned to those in the field, and, leaping from his panting gelding, informed them that a twenty gun ship of the enemy, having come into the Vineyard Sound, had captured two sloops, one of which belonged in part to himself, a resident of Wareham; that they were in the bay manned and armed as decoy cruisers, and that the object of his visit was to apprize the 'Committee of Safety' of their character. [These committees were appointed in all the colonial towns by recommendation of the Colonial Congress in 1774.]

"With this information it was immediately resolved that the old sloop *Success*, of 40 tons burden, then lying in the wharf, be put in service to intercept the enemy. It was deemed that a force of 25 men would be sufficient, and that number would be as many as could be put out of sight on the *Success*. These points settled, the companies were paraded, calls were made for volunteers, and at the tap of drum those ready to offer would step two paces to the front. At the drum beat of Capt. Glig (a nick-name given to the drummer, Mr. Spooner,) the whole 50 men stepped forward. As only 25 could be taken, a ballot for chances was taken. At 9 p. m., all being ready and on board, the *Success*, with the two commanders, Capts. Nathaniel Pope and Daniel Egery, the drummer, a boy (in after years a shipmaster of Fairhaven), and the 25 rank and file put out from the wharf at Fairhaven. There was light air from the southwest with fog, and as the little wind was adverse the sloop had to be 'swept' from the river to the lower harbor, where she was then left to drift. Capt. Pope had the helm and conduct of the vessel, the programme being that but two men—the two commanders and a boy—be seen, Capt. Glig (drummer) to remain in the cabin and the 25 men in the hold; that in event of discovering the cruisers (both or either) a rap of Capt. Pope's foot upon deck at the helm to bring Capt. Egery to him, if below, for a council of war, when he, returning below, would through the bulkhead partition between the cabin and the hold, order the men to be ready, and when Capt. Pope should have succeeded in placing his vessel in a desired position, a second tap of his foot to immediately followed by a tap by Glig on the drum in the cabin, a signal for the men to leap on deck ready for action.

"The night continued dark and foggy. At early dawn they heard the crowing of cocks at the east of them on Sconticut Neck, thus defining their position. Just as the gray dawn pierced the fog, a sloop at anchor and but a cable's length from them was discovered directly under their lee in the tide, which would in a few minutes sweep them upon her. The discovery by the other party soon brought the hail, "Ship, ahoy. Sheer off. You'll be into us!" "Aye, aye," was the response of Capt. Pope at the helm, while his rap immediately brought Capt. Egery from below, whose glance at circumstances was sufficient, when he disappeared to apprise his men and await the second rap. Upon the deck of the vessel at anchor were two men, one a sailor, the other a marine in His Maj-

esty's service, who immediately commenced loading his gun. The sailor now again cried out, "Sheer off, you'll be into us!" "Aye, aye," again responded Capt. Pope, at the helm, now endeavoring to lay his vessel aboard. On the next instant the tap of the drum brought the eyes of both the sailor and marine to the *Success*, at the moment the men were tumbling up from the hold.

"The marine immediately dropped his gun and seizing an axe was about to cut the cable. The sailor ran out upon the bowsprit to loose the jib ties, but both were checked by the threats of Capt. Pope, who, in the next moment, laid the *Success* alongside her victim, when, grappling the two vessels together, the patriots leaped aboard, surprised the party below with this unceremonious morning call. There were below eleven officers and men, well armed and prepared for rough work, all of which ample provision was turned over to their captors. With the rise of the sun the fog disappeared, a gentle breeze sprang up at the west, the thirteen prisoners were disarmed and placed below, their position secured by the weight of cable and anchor put over the gangway. Capt. Pope, with one man and the boy, took charge of the prize and prisoners. Both vessels then made sail for the light-house about three miles from town. On nearing the point a consultation was held, and it was decided that the prize be run in and the *Success* stand out and look for the second cruiser. In half an hour the prize with the prisoners was at anchor off Fairhaven.

"The *Success* standing out in the bay soon discovered the second vessel at anchor in a cove to the west, and making sail, ran out for a chase. A near approach evincing their mutual character, the contest began. The commander of the British cruiser being dressed in the livery of the king, and evidently deeming discretion the better part of valor, sought to screen his plumage from the Yankee sharp-shooters by standing within the gangway, giving his commands from that quarter, seldom exposing his person. This being perceived by Captain Egery he called Shockley, a minute man, ordered him to present him with his card when next he should pop out. He did so and the commander fell, receiving the shot in the head. The enemy soon struck their colors. One of the facetious Yankees said the *Success* had but one carriage gun, a swivel, which, having lost its trunnions, was then loaded, lashed to a timber head, and when chance brought it in range, fired, but proving yet loyal to the king, it kicked out of the traces and went overboard at first fire. The prisoners were soon disarmed and the *Success*, with her two prizes, was at anchor before 'meeting time.'

"The prisoners were sent ashore to the lock-up and the wounded to the old surgeon, Dr. Perry. The wounded officer, a lieutenant, took his mishap philosophically, saying his kin had been characterized as a thick-skulled family, and the truth of it had been exemplified in his case. He had received a buckshot directly in front, on the retreating line of his forehead, which, piercing to the bone, slid on its surface, cutting the scalp in its course, and was found flat, thin and sharp on the back of his head.

"This startling incident produced an immense sensation, and it was unoubtedly true, so stated by a rather irreverent Fairhavener, that the devotions of the Friends on that 'first day' was not all in calm silence. This bold stroke seriously alarmed the people of New Bedford, who had much of their commerce afloat in the port, while the British sloop-of-war, *Falcon*, Captain Linzee, then lying in Tarpaulin Cove, twenty miles off, pos-

sessed the power of retaliation for the loss of his officers and crew. Acting on the impulse of this feeling a strong delegation from 'men of peace' came early Monday morning from New Bedford to Fairhaven, and in the house of Esquire Williams, in convention resolved to return the men and captured property to Captain Linzee with a proper and suitable apology. The captains, having early notice of the current feeling of the convention, ordered Captain Glig to beat to arms, then hastily dividing and distributing the spoils of victory among themselves, Captain Egery marched off with fifteen prisoners to Taunton. This number, with the three or four wounded left behind, composed the officers, marines, fighting men, those who were emphatically the servants of King George. There were six or eight others, sailors, who, being deemed more cosmopolitan, were allowed to go. Captain Egery, leaving his prisoners in Taunton jail, reported to the Provincial Congress in Watertown, then in session. The affair occasioned much embarrassment, for the same fear that had developed in New Bedford was felt by the authorities, for really at that time a state of war could hardly be said to exist.

"At New Bedford a large majority of its influential citizens were of the Society of Friends, by principle and profession non-combatant, and as they had large commercial interests afloat and exposed, it was quite natural that this outcropping of belligerent patriotism with their neighbors across the harbor should excite in them, as it did, an earnest feeling of repression. A demonstration of this feeling at once gave rise to, and fostered passes of, taunt and recrimination, which soon ran to terms void of pleasing euphony, and under this popular impulse a wag of the period delivered himself of a specimen in the following doggerel:

"'It was a goodly town, and busy with the hum of thrift.
Deep laden barques were coming and departing;
The townsmen were men of peace—meek and sleek,
With fair round bodies cased in drab.
Their brows were broadly shadowed from the sun;
Their speech was bland, and on their
Consciences written—non-resistance.
Another town there was, a little town across the stream;
Poverty stricken, and to which its fat neighbors gave
A sobriquet of unmentionable euphony;
It possessed no richly freighted argosies,
And could only boast of here and there a shallop
In the mud. Its men were men of peace, but
Jealous of their rights—strong in faith;
Trusting in God, yet kept their powder dry.'

"Of the sloop-of-war *Falcon* and Captain Linzee it may be said that the object of the visit of his vessel to Vineyard Sound was to seize cattle and sheep upon the Vineyard, and in captured vessels to send them to General Gage, in Boston. We next find the *Falcon* before Bunker Hill on the 17th of June, her commander, Linzee, the loyal opponent of the patriot Prescott, commander of the trenches. Two generations later we find the descendants of those gentlemen in a more peaceful relation, the marriage of the grand-daughter of Captain Linzee with the grandson of the hero of Bunker Hill; and there may be seen the two swords of the once opposing commanders, now crossed in unity upon the library wall of the historian Prescott at Boston."

This naval exploit finds recognition in the best of historic authorities.[1]

Thrilling events followed each other in rapid succession during the year 1775. The clash of arms at Lexington and Concord in April, and the first naval battle in Buzzard's Bay in May, were followed in June by the battle of Bunker Hill. By the 1st of June General Ward had under his command a force of about 16,000 men. This was the army that participated in, and to whom belonged, the glory and honor of this famous struggle. Dartmouth was represented in this struggle by at least two full companies in the Bunker Hill army, both attached to the Eighteenth Regiment of foot, Colonel Danielson, in Roxbury camp, that section being under the command of General Thomas. It is possible that Captain Pope's company also is entitled to this honor, but no record has been found as yet to justify the claim. Dr. Edward Strong, in the office of the Secretary of State, Boston, is authority for the statement that every man identified with this army is entitled to a place on the most distinguished roll of honor of the American Revolution. Though only about 1,500 men were immediately engaged at Breed's Hill, all were on duty that eventful day. The following are copies of the names in the pay rolls of companies under command of Captains Kempton and Egery, the former in the possession of John K. Cushing and the latter in the possession of the State. The enlistments were made in May and were for three months' service:

"A muster roll of the company under the command of Captain Thomas Kempton, in Colonel Danielson's regiment, to the first of August, 1775: Captain, Thomas Kempton; first lieutenant, Amasa Soper; second lieutenant, John Chadwick; sergeants, John

[1] The following is an extract from an article on the "Naval History of the American Revolution," by Edward E. Hale, D.D., published in the "Narrative and Critical History of America," by Justin Winsor: "The battles of the revolution were fought on the sea as often as on the land and to as much purpose. * * * So soon as the outbreak of hostilities began to disturb the natural course of their commerce, the seamen of the New England coast took up the business of cruising against their enemies, as if it were quite normal and something to which they had been born and trained. * * * * * A people thus bred to the sea and able to assert themselves upon it lost no time when they found themselves at war with England in carrying their war upon the element to which they were born. They won their first naval victory over England on the 5th of May, 1775, scarcely a fortnight after the battle of Lexington. The *Falcon*, a British sloop of war, had, under some pretence, seized one or more prizes from the people of Buzzard's Bay. Inspired probably by the success at Lexington and Concord, the people of New Bedford and Dartmouth fitted out a vessel with which they attacked and cut out one of the *Falcon's* prizes, with fifteen prisoners, from a harbor in Martha's Vineyard. On the 12th of June the people of Machias, in Maine, seized the *Margaretta*, the King's sloop, and two other vessels."

Swift, George Brownell, Thomas West, John Sullings; corporals, James Spooner, Robert Crossman, Elijah Allen, Paul Weston; fifer, Obed Cushman; drummer, Simeon Fuller; privates, Benjamin Adams, Eleazar Allen, Joshua Austin, David Badcock, Noah Ball, Jazeb Bennet, Thomas Bennet, Jonathan Bradshaw, Prince Brownell, Gamaliel Bryant, Jessey Burt, John Coggeshall, William Counts, Robert Crossman, jr., Louis De Moranville, Thomas Eskridge, John Gammons, Phineas Hammond, Roger Hammond, George Haskins, David Hathaway, John Hathaway, Lemuel Hathaway, Silas Kirby, David Lewis, Preserved Merrihew, Jacob Mott, John Ormsby, Peter Phillips, Daniel Sherman, Lemuel Sherman, John Spooner, Joseph Trafford, Nathan Waste, David Kentch, Robert Knowlton, Humphrey Maccumber, Jonathan Mosher, Isaac Noble, Silas Perry, Peter Sand, John Sherman, John Solomon (Indian), Giles Tallman, Lettice Washburn."

Of these, David Lewis was from Rhode Island, Phineas Hammond from Rochester, and Lewis De Moranville from Freetown. On this pay roll Mrs. Hannah Hathaway, widow, is credited with the enlistment of Peter Sand.

In the pay roll of the following company from Fairhaven the officers are not designated:

"A muster roll of the company under the command of Captain Daniel Egery, in Colonel Danielson's regiment, to the first of August, 1775: Daniel Egery, John Pickens, Avery Parker, Thomas Marshall, Pardon Taber, Joshua Loring, Walker Cathel, Seth Tobey, Isaac Annable, Thomas Tobey, Jacob Pope, Joshua Randall, Ephraim Drew, Thomas Anderson, Ansil Blossom, Ephraim Briggs, Gideon Bennet, Isaac Barrows, Henry Camil, Neil Cushman, Simeon Clark, John Cowing, Lemuel Cushman, Josiah Damon, John Eastland, Benjamin Ellis, Ephraim Frost, Ezra Geurnsey, Samuel Gibson, Richard Hammond, Isaac Hathaway, Nathaniel Hammond, John Hich, Jonathan Hastings, Abel House, Joseph Hinckley, Abisha Jenney, Ebenezer Jenne, Edward Jenner, Daniel Kempton, David Kirby, William Mingo, John Nancarrow, Seth Pope, Thaddeus Parker, Thomas Peckham, Jacob Penney, James Pratt, Benjamin Rotch, Samuel Sherman, Noah Stoddard, Jeremiah Stoddard, Andrew Southward, Peter Sarsfield, John Skiff, David Todd, Samuel Tupper, William Taber, Joseph Tower."

Let us now present an outline of the events leading up to the conflict. On the 12th of June General Gage issued his insulting proclamation declaring martial law and stigmatizing those in arms as rebels and parricides of the constitution. He offered free pardon to all who would return to their allegiance, excepting John Hancock and Samuel Adams. These he declared outlaws and offered a reward for their capture. The issue of this manifesto only resulted in increasing the hatred of the Americans and in strengthening their patriotism. The inhabitants of Boston were held under strictest surveillance by the British. All com-

munication with the country was cut off, and none were allowed to leave the city without permission. Even the women and children were included in this order, and were held as hostages for the good behavior of the patriots. This action brought great distress and suffering, for their regular supply of provisions was cut off, and many of the families were separated from their husbands and brothers on whom they depended for support. The situation was a serious one. The Provincial Congress had invested the Committee of Safety, whose headquarters were at Cambridge, with full power to act as circumstances might dictate. It came to their knowledge that General Gage had set the 18th of June as the date for taking possession of Bunker Hill and Dorchester Heights.

On the evening of the 16th Colonel Prescott received orders from the Committee of Safety to fortify Bunker Hill, and with 1,000 men and a company of artillery he marched to Charlestown Neck. It was decided to build the fortifications on Breed's Hill and to throw up breastworks on Bunker Hill to cover retreat, if found necessary, across the Neck. All night they labored with pickaxe and shovel, and when the morning of the 17th dawned the British found to their astonishment that the Yankees had full possession of this strategic position. The city of Boston was soon in wild frenzy; what with the hasty marching of troops, the rumble of artillery, the clanging of bells, the hasty council of war called by General Gage, there was a condition of affairs little dreamed of by loyalist or patriot.

The Tories, who had formed a military company and offered their services to General Gage, found themselves in a most uncomfortable position. It is said that many who had been lukewarm suddenly exhibited decided sympathy with the American cause. The audacity and pluck of the Continentals were as bold and fearless as they were surprising.

At noonday the British army, composed of from four to five thousand well-disciplined soldiers, thoroughly equipped, under experienced officers, landed at Morton's Point, and, aided by the squadron of war vessels, made their attack on the entrenchments. To add terror to the scene that followed, Charlestown was set on fire, and four hundred buildings were burned to the ground. On that bright June afternoon, mid

shot and shell and burning town, the battle of Bunker Hill was fought and lost. The loss of the American army was four hundred and fifty killed and wounded, while the British lost, according to the best authorities, one thousand five hundred. "The battle was lost to the Americans," but "the physical defeat was a moral victory." The colonies took inspiration from the events that led to final triumph. Washington arrived in Cambridge in July and took full command of the army, and the loosely-organized and widely-scattered band of patriots was soon transformed into a compact body of fighting men.

In the collection of documents that belonged to Captain Thomas Kempton, and which are now in the possession of John K. Cushing, many interesting facts are to be found. Among them is a record that contains the monthly payments to the officers and privates of Captain Kempton's company, as made up to December 22, 1775: "Captain £6, first lieutenant £4, second lieutenant £3, surgeons £2 8s., corporals £2 4s., drummer and fife £2 4s., privates £2." It is a fair conclusion that the Continental army was paid at the same rates.

The following letters will explain themselves:

"Cozen Lemuel:

"These lines may inform you that we are all well at present through the goodness of God and hope you are. So I have sent a man to take your berth, and you may let him take your blanket and bed sak and your catrig box and the rest of your things you must bring home."

"Captain Thomas Kimton, Sir:

"Please to pay James Cook eight dollars per month from the time he takes Lemuel Sherman's berth till the time Lemuel inlisted for. Reduct out what I have let him James Cook have in the letter above, and when he brings them home I will pay him for them at the price you let them all, and in so doing you will much oblige.

"Yours to serve, Elihu Sherman."

"Roxbury Camp, December 31st, 1775.

"Then received of Thos. Kimpton the sum of six pounds six shillings and ten pence lawful money, it being in fool for my service in Lemuel Sherman's Room for 2 months and twenty days. James Cook."

Here is a little book of twelve pages. On the front cover is written in a good, legible hand: "December 2d, 1775. Jesse Bush—his hand. Jesse Bush's Accounts, Roxbury, 1775." On the back cover is the following:

Engd by A H Ritchie

John W. Clifford

Engraved by Samuel Sartain, Phil.a

Charles W. Clifford

"Jesse Bush, his Book,
God give him grace there in to look.
Not to look, but understand,
That Learning is Better than house or land;
For when house and land is gone and spent
Learning is most Excellent.
Since I steal not this Book for fear of Shame,
For up a Loft is the oner's name,
And so for the General Orders head Quarters,
Camebridge made Counter same."

Within is a list of articles "Bought in the Continental Armey at Roxbury Camp in the year of our Lord, 1775. Shoes, Shirts, Hankerchif, Hat, Briches, Stockings, Nee Buckles, Gaiters, Cap, Jack Knif, ribin, trousers," the price for each carried out and the total £4—06s.—05d.

One page is devoted to the record of money evidently loaned to his comrades in arms. "Silus Kirby 1s.—2d. Isaac Noble 6s.—4d. David Lewis 7d. Thomas Exkridge £1—14s."

Here is a petition for wood to one of the selectmen, dated 1775, suggestive of the privation and suffering incident to the times:

"I am again out of wood and my family sick, and must desire you to let me have a load to-morrow at all events, which I think is the last time I shall ask you for any wood.

LEMUEL WILLIAMS."

And still another that tells its own tale of woe:

"*To the Selectmen of the Town of Dartmouth:*

"GENTLEMEN— We, your petitioners, being a number of the Inhabitants of Bedford, beg leave to make application to you in a business that is of the greatest importance to every one of us, that is by the precaution that has been this day taken to cut off all intercourse from Bedford and the country, and for other reasons, we are but too well satisfied that the inhabitants there are determined generally to innoculate for the small pox unless timely prevented by the interposition of your authority. We think it quite needful to point out to your good judgement the very bad consequences to the inhabitants of this Town in General if that practice is suffered to go on in Bedford, as they must on reflexion immediately appear to your view.

"Our own situation (being shut up in Dr. Perry's hospital) makes us extremely uneasy for our families in Bedford, and urges us most earnestly to petition your honours to make immediate inquiry into the grounds of this information and to use your authority to suppress a plan big with so many evils, and your petitioners will forever pray. Thomas Tripp, George Claghorn, Samuel Thrasher, Daniel Smith, John Wanton, Joshua Doune, Manasseh Kempton, Thomas Whitridge, Anthony Wilbour, Jabez Hammond, Thomas

Ingraham, Gideon ——," and four or five others, whose names have been torn from the paper.

"August 9, 1775. An account of the things received out of the province house of General Thomas: 1 pair shoes for Giles Tallman; 1 shirt and 1 pair stockings for David Lewis; 1 shirt for Jonathan Mosher; 1 pair breeches and 1 pair of shoes for Humphrey Maccumber; 1 pair breeches and 1 pair of shoes for Gobes Bennit; 1 pair breeches for John Youmans."

At the very beginning of the war the patriotic spirit of the inhabitants of Dartmouth was thoroughly aroused. July 18, 1774, a town meeting was held to decide what steps should be taken in regard to certain oppressive restrictions enacted by the British government. The warrant stated that the majority of the inhabitants were confident that in order to maintain their liberty and freedom some positive action should be taken by the town.

Agreeable to the said warrant a town meeting was held on the abovementioned date, and the Hon. Walter Spooner, esq., chosen moderator:

"Voted to act on this warrant for calling this meeting.

"Voted that the Honorable Walter Spooner, Esq., Benjamin Aiken, Esq., William Davis, William Tallman, Maj. Ebenezer Willis, Jirah Willis, Seth Pope, Seth Hathaway and Hannaniah Cornish, be a committee to prepare and draw up what they shall think most proper relating to said warrant and make report to this meeting for the towns consideration as soon as they conveniently can. Voted to adjourn to three of the clock this afternoon.

"July 18th, three o'clock afternoon. The town meeting according to the adjournment, the above committee agreeable to order made the following report which was voted by the town.

"Voted that we are Grieved being necessitated to act a part which at first appears unfriendly with respect to our manufacturing brethren and friends in Great Britain and Ireland. But we trust we shall readily be excused by them when they consider that this part of our conduct is wholly designed and in our judgment will have the greatest tendency of anything in our power to save both them and us from Bondage and Slavery. For upon mature consideration we judge the several late unconstitutional acts of the British Parliament have a direct tendency to destroy the harmony which has subsisted among all the British subjects and to entirely abolish the English constitution and form of Government, and therefore as the most probable means to prevent those Destructive purposes, we unite with our American Brethren and Resolve that we will not purchase any goods manufactured in Great Britain and Ireland which shall be imported from thence after this day; that we will not purchase any English goods of any hawker or pedler, that we will not purchase any foreign teas whatever, that we will not export any flaxseed to any foreign market, that we do acquiesce in the need and necessity of raising our proportion of money to pay the Congress and to raise the sum by sub-

scription, and that these resolves do remain in force so long as the present grievous acts of the British Parliament remain unrepealed, or until this town shall see fit to alter the said resolves, and that the town clerk transcribe a copy of these proceedings to the committee of correspondence this day chosen for publication.

"Also voted that Benjamin Akin, Esq., Messrs. Jirah Willis, William Davis, William Tallman, Seth Pope, Hannaniah Cornish, Jirah Swift, Jr., be a committee of correspondence with the other committees of correspondence in America.

"Attest BENJAMIN RUSSELL, Town clerk.

"N. B. Immediately after the above resolves were passed the towns proportion of the money to pay the committee of Congress was advanced."

At a subsequent meeting Benjamin Akin, William Davis, and William Tallman were selected as a committee to attend the County Congress to be held at Taunton, September 28, 1774, and it was voted "that said Delegates be Impowered only to advise and consult upon such measures as the magistrate of the county Congress shall judge expedient, and make report to said town as soon as convenient."

At a town meeting held January 7, 1775, it was voted that a committee of twenty-one persons be chosen agreeable to the advice of the Congress held at Taunton. The following is a list of those composing this committee: "Benjamin Akin, Capt. Philip Taber, Samuel Perry, James Akin, Nathaniel Richmond, Richard Kerby, George Brownell, Fortinatus Sherman, Seth Pope, John Perkins, John Smith 3d, Thomas Crandon; Gamaliel Brient, Abraham Smith, John Chase, Griffith Barney, John Alden, Daniel Eggey, Nathan Delino, William Wood 2d, and Philip Sherman."

It was voted that this committee "be continued in said service until the acts or parts of acts mentioned in the Continental Congress Association Agreement be repealed." A committee was also appointed to "receive all the donations for the poor of Boston and Charlestown now suffering by reason of the Boston Port Bill, so-called, that may be offered by the inhabitants of this town, make remittance as soon as may be to the overseer of the poor of Boston."

CHAPTER VI.

REVOLUTIONARY HISTORY CONTINUED.

A Celebrated Cipher Letter — Rev. Dr. Samuel West deciphers it — A Modern Document — Captain Kempton and His Kindness — Many Quaint and Interesting Documents — Rolls of Dartmouth Soldiers — Location of Whipping Posts — Price of Provisions, etc.

WHEN Washington's headquarters of the army were at Cambridge, in 1775, the movements of the troops and much of the secret action of the Provincial Congress were known by the English admiral, whose headquarters were at Newport. How this news was obtained was for some time a mystery. Its solution was accomplished by one of our distinguished citizens, the Rev. Dr. Samuel West, to whom allusion has already been made.

Among the officers belonging to General Washington's staff was one named Church, who lived at Cambridge. His mistress had a brother in Newport; and, proposing to make him a visit, she was entrusted with a sealed letter by this officer, with instructions to deliver it to the English admiral, who, it seems, was expected to arrive there with the English fleet. Her visit was concluded before his arrival, and she gave the letter to her brother to deliver. Suspicious that something was wrong about it, he spent a sleepless night, and the next morning went to his neighbor, a Quaker, celebrated for his good judgment and counsel. Frankly stating the affair to him he asked his advice. "Thee knows," said the Friend, "that I have nothing to do with this war, but if thee wants advice I can give it to thee. I advise thee to take it to the governor; he can open it and if nothing wrong is found in it, it can be sent to its destination." Acting on this suggestion he himself took it to Boston. The governor opened it but could not read it, neither could his secretary, for the letter was written in cipher. The brother was then sent with an escort to Cambridge, where he delivered the misterious epistle to Washington. He also was unable to read it. A Frenchman in the camp suggested that there was a chaplain at Dor-

chester who could decipher such writing. This proved to be Dr. Samuel West, of Acushnet, then pastor of the Congregational Church of that village. Washington sent the letter to him, and all night long Dr. West worked upon it. Captain Kempton, with his company of Dartmouth soldiers, was on guard duty that night about Dr. West's quarters, and saw him through the half-opened door, busy at his task. He was at last successful in deciphering the letter, the contents of which proved to be of the most treacherous character. Tradition says that the letter was then given to a clergyman belonging in Northampton, with the same results, the two versions being alike, with the difference of some grammatical errors of no great importance. "I am not responsible for Church's bad grammar," was the reply made by Dr. West, when told the circumstances. Church was arrested and placed in confinement during the war.

This was the story as told by Rev. Addison Woodward, an elderly clergyman of New Bedford, who said that he received it many years ago from the lips of Thomas Kempton, son of Captain Kempton.

A few weeks after this interview with Mr. Woodward, a similar account was received from Jireh Swift, jr., whose father, Jireh Swift, was a Revolutionary soldier. In reply to the question if he had ever heard the story related above regarding Dr. West, he answered that his father told the same incidents, the similarity of the traditions from two separate and distinct sources being of a very striking character. The following is the translation of the cipher letter:

"I hope this will reach you. Three attempts have I made without success in effecting. In the last the man was discovered in attempting his escape; but fortunately my letter was sewed in the waist band of his breeches. He was confined for a few days, during which you may guess my feelings, but a little art and a little money settled the matter. It is a month since my return from Philadelphia. I went by the way of Providence to visit my mother. The committee for warlike stores made me a formal tender of 12 cannon, 18 and 24 pounds, they having taken a previous resolution to make the offer to Gen. Ward. To make a merit of my services, I sent them down; and when they received them they sent them to Stoughton to be out of danger, even though they had formed the resolution as before hinted of fortifying Bunker's hill which, together with the cowardice of Clumsy Gerrish and Col. Scammon was the lucky occasion of their defeat. The affair happened before my return from Philadelphia. We lost 165 killed there and since dead of their wounds; 120 more lie wounded; they will chiefly recover. They boast that you have 1,400 killed and wounded in the action.

You say the rebles loft 1,500; I suppose with equal truth. The people of Connecticut are raving in the cause of liberty. A number of their colony from the town of Stamford, robbed the King's stores near New York, with some small assistance which the New Yorkers lent them. These were growing turbulent; I counted 280 pieces of cannon, from 13 to 24 pounders, at King's-bridge, which the committee has secured for the use of the Colonies. The Jerseys are not a whit behind Connecticut in zeal. The Philadelphians exceed them both; I saw 2,000 men reviewed there by Gen. Lee, consisting of Quakers, and other inhabitants in uniform, with 1,000 riflemen and 40 horses, who together, made a most warlike appearance. I mingled freely and frequently with the members of the Continental Congress; they were united and determined in opposition, and appeared assured of success. Now to come home, the opposition is become formidable. Eighteen thousand brave and determined men with Washington and Lee at their head are no contemptable enemy. Adjutant-General Gates is indefatigable in arraying the army. Provisions are very plentiful; cloaths are manufactured in almost every town for the soldiers. Twenty tons of gunpowder have lately arrived at Philadelphia, Connecticut and Providence; and upwards of 20 tons are now in camp. Saltpetre is made in every colony. Powder-mills have been erected and are consequently employed at Philadelphia and New York. Volunteers of the first fortunes daily flock to the camp. One thousand riflemen will arrive in town in a few days. Recruits are now levying to augment the army to 22,000 men; besides 10,000 militia of this government are appointed to appear on the first summons.

The bills of all the colonies (probably those issued by the Congress) circulate freely, and are readily exchanged for cash. Add to this unless some plan of accommodation takes place immediately their harbours will swarm with privateers. An army will be raised in the middle colonies to take possession of Canada. For the sake of the miserable convulsed empire, solicit peace, repeal the acts or Britain is undone.

This advice is the result of a warm affection for my King and realm. Remember I never deceived you. Every article here sent you is sacredly true. The papers will acquaint you that I am a member again for Boston. You will there see our motley Council. A general arraingement of officers will take place, except the chief, which will be suspended but for a little while, to see what part Britain takes in consequence of the late Continental Petition. A view to independence appears to be more and more general. Should Britain declare war against the Colonies they would be lost forever; Should Spain declare war against England the Colonies would declare a neutrality, which would doubtless produce a league offensive and defensive between them. For God's Sake prevent it by a speedy accommodation!

Writing this has employed me for a day. I have been to Salem to reconnoitre, but could not escape *the Geese in the Capital.* To-morrow I set out for Newport purposely to send this. I write you fully, it being scarcely practicable to prevent discovery. I am out of my place here by choice and therefore out of pay; and am determined to be so, unless something be offered in my way.

I wish you would contrive to write to me largely in cyphers, by way of Newport, adressed to Tom Richards, Merchant, inclosed under cover to me, intimating that I am a perfect stranger to you; but that being recommended to you as a gentleman of honor,

you took the liberty to inclose it entreating me to deliver it as directed to the person living, as you are informed, in Cambridge. Sign some fictitious name and send it to some confident friend in Newport, to be delivered to me at Watertown. Make use of every precaution or I perish."

In a sketch of the life and character of the Rev. Dr. Samuel West, published in 1808, by Rev. John Allen of Duxboro', who was a student in theology with Dr. West, the following paragraph is found which will explain Dr. West's relation to this remarkable event:

"In the latter stages of life he is said to have applied himself to chemistry, in which it is testified by adepts that he was a distinguished proficient. The year 1775 awakened his attention to politics, and he became a Whig partisan, writing many forcible pieces in the newspapers, which animated the confident and revived the spirits of the timid for the important contest. These speculations gratified his friends, and were highly applauded by the public. He also brought himself into a considerable degree of notice by deciphering Dr. Church's letter, which was written at the commencement of the Revolutionary war and exposed to a relation—who had joined the party of the enemy—the particular state of the army. The alarm which that letter occasioned is still remembered, and it was natural for every one to inquire who the person was that made it intelligible for the public eye, and it was acknowledged by the writer that it was done correctly."

It is a singular fact that Samuel West and Dr. Benjamin Church were both members of the class of 1754 in Harvard. That Dr. West was one of the distinguished men of his day is shown by the fact that he was selected to preach a sermon before the Honorable Council and the Honorable House of Representatives of the Colony of the Massachusetts Bay in New England, May 29, 1776. His text was from Titus iii. 1, "Put them in mind to be subjects to principalities and powers, to obey magistrates, and to be ready to do every good work." The sermon is given in the "Pulpit of the American Revolution, or the Political Sermons of the Period of 1776, by John Wingate Thornton, A.M."

Captain Kempton, in whose company we are specially interested, possessed a kind, accommodating spirit, which is revealed on nearly every page of the camp books. It seems as if every soldier looked to him, not only for his regular supplies, but for every need, real or imaginary. So we find a record of money advanced and clothing furnished. From the varied character of articles supplied we infer that Captain Kempton possessed the characteristics of the Quaker who was continually called upon by a neighbor for the loan of tools and implements

about his farm. One day he returned the wheelbarrow with the remark, "Here's your blamed old wheelbarrer; it's broke!" "Well," blandly remarked the Quaker. "Well," says the neighbor, "I want yer to have it mended; I want to borrow it again this arternoon!" Gazing serenely at him for a moment, the Quaker replied, "It shall be repaired; I will send it to thee."

Lieutenant Soper seemed to require frequent accommodations, most likely on account of the liberal patronage bestowed on the sutler.

"October 18, 1775, Lent him [Soper] 6 shillings.
" " £2, 10s., 6d.
Paid the clarke 12s. for Soper for his horse to ride to Denham."

The lieutenant occasionally furnished money for his family, for the captain passed over to his son "one month's pay of his for son, £1, 17s. 4d." Without doubt, Soper was a good soldier and a jolly fellow, for we find him commanding a company in 1776. John Sullings was short of funds in October, so the captain loaned him £1, for which he took his note. November 25, 1775, John Solomon paid his "loan in phool," 7s. 6d. Many other accounts of like character are on record, but enough have been mentioned to illustrate the military banking business of the period. In May, 1775, Captain Kempton's company was supplied with "cartouch boxes," and the account gives the list of names. Each man is charged 3s. 4.

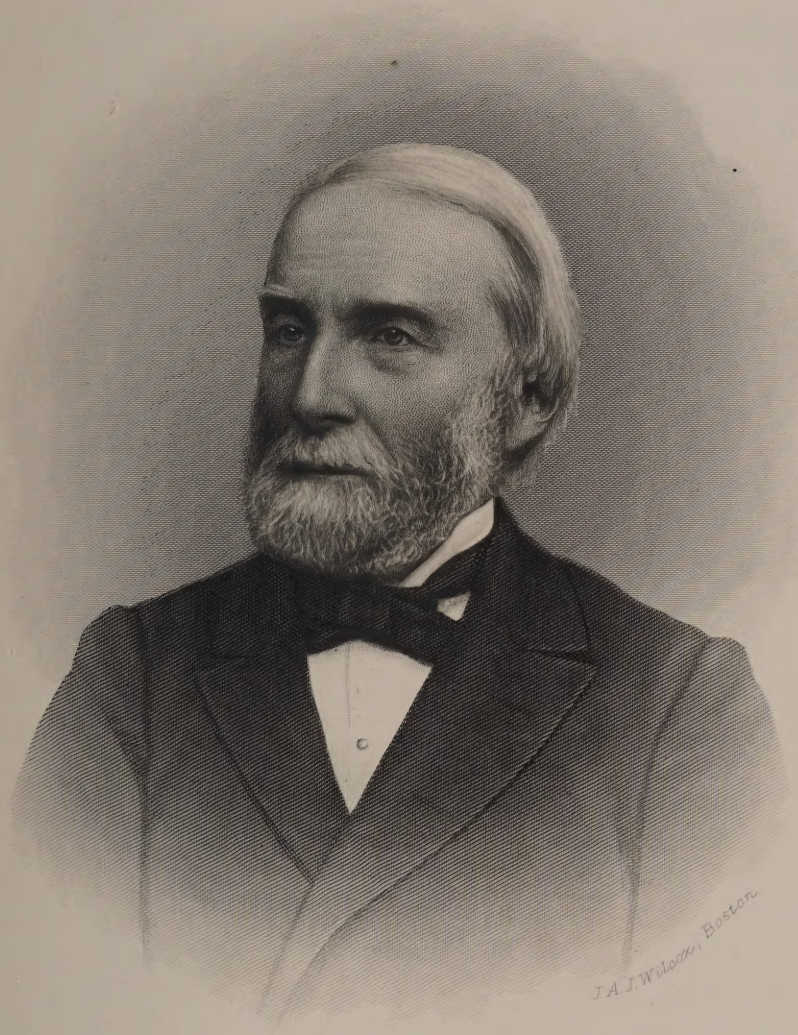
The soldiers were well supplied with milk in August, 1775, for a considerable "quonti" is recorded as being received on September 2.

"Recd. at Barestones, 75 qts., 10s. low money.
" " Mr. Coburns, 179 " £1, 4s.
" " Mr. Clarks, 208 " £1, 7s, 8d."

August 17, 1,274 feet of "white pein clabbords" at 40s. per thousand were received from Jonathan Hart Howard. August 18, Jacob Mott bought 3½ yards of "clorth," for which he paid £3, 3s. October 12, 1775, "Preserved Merrihew, Roger Hammond, Silas Cidreg, Jonathan Moshar, Jacob Mott, John Spooner, Obed Cushman, Isaac Noble, John Coggeshall, Jonathan Bradshaw, receipted for their blanket money—12s. low money pr man."

The following charges were also made:

"John Spooner, 1 pare Sheepskin Breeches, 14s.; Isaac Noble, 1 pare Sheepskin Breeches, 13s.; Silus Derrey, 1 pare Dearskin, 14s.; Sergeant John Swift, 1 pair Sheep-



Wm Watkins

skin Breeches, and Capt. Kempton treated himself to the same, both charged in one item, £1, 8s.; John Coggeshall, 1 Pair Sheepskin Breeches, 14s.; James Spooner, 1 Pair Sheepskin Breeches, 14s.; Jonathan Mosher, 1 Pair Sheepskin Breeches, 14s."

In the Pope manuscripts is found a pay-roll that bears the date September 5, 1775. This appears to have been for an expedition from Dartmouth to the Elizabeth Islands. Most likely this was another attempt to capture some of the enemy's vessels or barges cruising about the Vineyard. The company was largely composed of seafaring men of Fairhaven village. The roster is as follows:

"Captain, Nathaniel Pope; first lieutenant, Edmund Pope; second lieutenant, Elisha Parker; sergeants, Eleazer Hathaway, James Jenne, William Spooner; drummer, Benjamin Spooner; privates, Seth Grant, John ———, Hervey Cushman, Jonathan Jenne, Philip Wing, Aaron Parker, Gideon Delano, Joseph Shockley, William West, Nathaniel Church, Timothy Jenne, Jonathan Cushman, Benjamin Spooner, Jr., Elisha Hammond, Barnabas Hammond, George Shockley, Joseph Langdon, John ———."

Mrs. Roland Fish, the granddaughter of Capt. Nathaniel Pope, gave some interesting facts concerning her grandfather. He was in command of a merchant vessel in the earliest period of the war, and with his mate was taken prisoner and confined on board the prison-ship *Belvidere* at New York. After a brief confinement he was selected for exchange and was given five minutes in which to get ready to leave the ship. He pleaded with the officers in behalf of his mate, whose wife was very sick at home, and was successful in securing his release. He then demanded his watch which was taken from him when he entered on his imprisonment. Both departed on their journey homeward, with happy hearts. This watch is now in the possession of his nephew, Nathaniel Pope, of New York city. The sword of the English officer, captured at the first naval battle, is now owned by Mr. Henry D. Pope, of Boston.

The red letter year of the American nation, 1776, is now reached, and in the camp books the diligence and patriotism of Dartmouth are manifest. The following receipts for money incident to the first clash of arms is of interest:

"Recd of Thos. Kempton fifteen shillings & two pence, itt Being my fool Demand upon him for my travel & Time of Service Larst April att The Lexington Alarum.

JOHN SWIFT."

"Dartmo', April 16th, 1776.

"Dartmo', April ye 10, 1776.

"Received of Thos. Kempton the Whole of My Wages Due for my Service for the provincial and continal service, and Likewise for my Travel and Time of Service att the Lexington Alarum. Recd pr. mee, SIMEON FULLER."

"Dartmo', April ye 10th, 1776.

"Received of Thos. Kempton Twenty Eight shillings & ten pence on half penney, itt Being in fool for myself and my brother Ezra Winslow for our Travel and Time of service att the Lexington Alarum in April, 1775.

"Received by me, JOB WINSLOW."

March 13, 1776, another Dartmouth company of soldiers went into camp at Winter Hill, forming part of Colonel French's regiment, Brigadier-General Sullivan's brigade:

"Captain, Benjamin Dillingham; first lieutenant, Amasa Soper; second lieutenant, Avery Parker; privates, Eleazar Hathaway, James Spooner, Ishmael Tripp, Jonathan Cushman, John Skiff, Job Tripp, Stephen Martin, Jeremiah Stoddard, Thomas Crandon, Nicolo Stoddard, Samuel Shockley, Thomas Tripp, Ruben Hathaway, Gardner Spooner, Ruben Hathaway, John Humphrey, Michael Mosher, Devenpt. Brightman, Prince Tobey, Joseph Whitefield, William Kempton, Thomas Thomson, Noah Tobey, Nathaniel Ingraham, Benjamin Obediah, Thomas Personlou, David Hathaway, Barzilla Merick, Joseph Francis, Nathan Wait, David Devoal, Prunli Hall, Daniel Bennet, Elisha Parker, David Clarke, Elkanah Mitchel, Jonathan Hathaway, Henry Wrightington, Simeon Fuller, George Gifford, Pomp Peckham, Tisdel Read, Elnathan Jenner, George Hitch, Robert Crossman, David Pope, David Spooner, Lemuel Cushman, Lewis Gifford, Benjamin Hammond, Thomas Booth, John Hathaway, Jethro Taber, Samuel Hitch, James Pratt, Joseph Powel, Samuel Howland, Lewis Demeranville, Ameziah Palmer, Benjamin Willis, Silas Hathaway, Samuel Nash, William Japes, Humph'y Maccumber, Elijah Maccumber, Samuel Sherman, Jesse Keen, Robert Piggsly, Barnabas Spley."

Acushnet has the credit of this roll of honor. This pay-roll belongs to the collection of the Kempton papers. At the State House is found another Dartmouth pay-roll of a company enlisted June 19, 1776:

"Officers and privates of Capt. Amasa Soper's Company in Col. Thomas Marshall's regiment, June 19, 1776: Captain, Amasa Soper; sergeant, Freeman Taber; corporal Nathaniel Hathaway; drummer, Job Tripp; privates, Thomas Phillips, Ichabod Potter, Salathiel Handy, David Hathaway, Richard Hathaway, Elnathan Jenne, Gamaliel Handy, William Willis, Benjamin Willis, Elnathan West, Jacob Anthony, Richard Mason, Reuben Hathaway, Nathan Crossley, Elijah Joket, Cudgjo Burden, William Russell."

At the State House is found another pay-roll of a company under command of Captain Soper, dated November 17, 1776, which contains several names not before mentioned, as follows:

"Captain, Amasa Soper; first lieutenant, David Snow; second lieutenant, Freeman Taber; sergeants, Gamaliel Howard, Joshua Larance, John West, Chris. Walliut; corporals, Nathaniel Hathaway, Israel Alger, Benja. Willis, Gideon Soal; drummer, Job Tripp; fifer, Josiah Williams; privates, Elnathan West, Ichabod Potter, Thomas Phillips, Richard Hathaway, Elnathan Gennie, Gaml. Hardy, William Willis, Jacob Anthony, Reuben Hathaway, William Russell, Nathan Crossley, Jason White, Benj. Wascot, Robert Piggsly, John Larance, Goanus Crapo, Elisha Zacket, Richard Mason, David Hawley, Thaddeus Howard, Calvin Keith, John Pool, Joseph Knap, Edward Howard, John Lathrop, Thaddeus Snell, Daniel Tolman, Josiah Williams, Carey Haywood, Enos Whitman, Benjamin Alger, Silas French, Joseph Knap, Jr., Cyrus Tabour, Humphrey Taber, F. Burden, Solm. Handy, Cudgjo Burden, Spencer Larance, Jonathan Porter, Daniel Thomson, Solomon Engly, Joseph Whillen, Noah Perre, Abisha Willis, Solomon Willis, Asa Keith, William Leach."

Here is another list of Dartmouth men who enlisted in 1776 for three years, or during the war:

"Ichabod Gifford, Cuff Whittemore, Gideon Bennit, Samuel Odel, Samuel Trip, Joshua Austin, Gibs Tolman, Robert Wrightington, Salathiel Handy, Gaml. Hardy, Jeremiah Buck, George Reed, Pleasant Hitch, David West, John Blackman, Simeon Fuller, John Callendar, Anthony Buffom, James Wright, Manuel Cusen, Jacob Nott."

Still another roll of Dartmouth soldiers, dated December 7, 1777, is as follows:

"Captain, William Hicks; first lieutenant, Pardon Brownell; second lieutenant, Robert Earl; sergeants, Elisha Potter, Silvester Brownell, George Tyson; fifer, John Hicks; drummer, Christopher Earl; corporal, John Sowle; privates, Jonathan Taber, Constant Macomber, Joseph Devol, Samuel Brownell, Elick Potter, Anthony Shaw, Abner Brownell, Thomas Brightman, Abraham Gifford, Perserance Sherman, Job Taber, Benjamin Davis, Benjamin Corey, David Hammond, Nathaniel Brownell, George Brownell, John Tiltbur, James Manchester, William Willcox, Peleg Taber, Jonathan Head, Arnold Wood."

Among the treasures of the Kempton papers is a little book of sixteen pages that gives us the male population in 1777, from sixteen to sixty years, curiously divided in three classes, Popular, Quakers, and Blacks. It is a fair conclusion that this census gave the number of men in the township liable to military duty. The statistics are arranged as if collected by nine different persons, and are as follows:

	POPULAR.	QUAKERS.	BLACKS.
Mr. Tobey,	185	21	3
Mr. Delano,	47	5	3
Mr. Sherman,	162	31	1
Mr. Coan,	93	5	1

	POPULAR.	QUAKERS.	BLACKS.
Mr. Tallman,	190	29	5
Capt. Sherman,	109	31	3
Thomas Smith,	103	74	7
Philip Shearman,	45	10	1
Jabez Barker,	74	42	6
	1,008	248	30

Total 1,286. The entire population in 1776 was 6,773; in 1765 it was 4,506.

The following Dartmouth men were mustered at Taunton, July 14, 1778, for Fishkill, by James Leonard: Jethro Taber, David Spooner, Benjamin Weston, Leonard Crowell, Peter Sand, Preserved Wilcox.

In 1779 is found an item of cash paid by several companies of militia to a number of persons as a bounty, to engage said persons in the Continental service during the war, or for the term of three years, £1,356, 9s. 1d, as follows:

	£	S.	D.
Capt. Haskins' bounties,	203	17	9
Capt. Hathaway's "	338	12	0
Capt. Hawfse's, "	113	13	4
Capt. Taber's, "	406	4	
Capt. Hixe's "	71	2	
Capt. Warren's "	77	0	

It is a fair inference from the above documents that Dartmouth was represented in the different regiments of Massachusetts militia in 1778 and 1779 by at least six companies, and that these were largely composed of the soldiers belonging to the companies that have heretofore been given in the full muster rolls. If this conclusion be a just one, then it is a fair inference that Dartmouth had a share in the thrilling events that occurred at Stony Point, July 15, 1779, at West Point in 1780 (when Benedict Arnold made the treacherous attempt to surrender that important fortress to the enemy), and at Yorktown in 1781.

A familiar sight to the present generation is the old cannon now planted in an upright position on the corner of Main and Center streets in Fairhaven. It has a Revolutionary history, the details of which were given the writer by the venerable Charles Eldredge, who received them from Mrs. Emily Winsor, the granddaughter of Col. Nathaniel Pope.

On February 11, 1777, the war ship *Alfred*, 28 guns, under the command of Ezekiel Hopkins, sailed from Delaware Bay to cruise with a

squadron of ships on our southern coast in order to intercept and capture English vessels. It is said that Paul Jones, the bold and saucy privateer captain, was lieutenant of the ship at this time. The fleet made sad havoc among the British merchantmen and performed many daring exploits. The *Alfred* entered the harbor at Nassau, West Indies, March 2, 1777, and took General Brown, the acting governor of the island, a prisoner. Hopkins captured a large quantity of military stores and 100 cannon, and on March 13, thirty-four days from the date of sailing from Delaware Bay, landed his cargo at New London.

A short time after, a number of these cannon were sent to our harbor, mounted at Fort Phœnix, and put to the excellent service of protecting the towns from the British cruisers. During the British invasion in 1778 these guns were spiked by the enemy, trunnions knocked off, and the guns otherwise made useless. This one, now a lone sentinel on Phœnix Hall corner, was secured by Capt. Nathaniel Pope, of naval battle fame, mounted on a carriage, secured with straps of iron, and was placed on duty again at the corner of Union and Water streets, to protect the shore from the landing of troops. It remained there till the Union wharf was built in 1833, and was then placed muzzle downward in its present location. There it was allowed to stand till the church was remodeled into the present Phœnix Hall, about 1846, when it was ordered to "move on." It found a resting-place on a public lot at the foot of Washington street, near the corner of Water, when it was again moved to the residence of Wilson Pope on Union street, a descendant of Capt. Nathaniel Pope. In 1883, through the public spirit and generosity of Capt. Alexander Winsor, the gun was removed once more to its old location on Phœnix Hall corner, where we trust it may remain forever, a monument of the early days of Yankee Doodle, and a visible reminder of the British invasion of September 5, 1778. The Fairhaven Improvement Association in 1885 placed a brass tablet on the old cannon that bears the following inscription:

"Taken from the British at Nassau, in 1777, by Colonial Ship of War *Alfred*. Placed on Fort Phœnix in 1778. Recaptured by the British and Left on the Fort Spiked and with Trunnions Knocked off. Afterwards Mounted on Union Street for Village Defense. Placed in its Present Position in 1883."

Many of the old papers contain lists of bounty money paid by the township, with dates and amounts; but no names are recorded of the

soldiers receiving it. This is proof that men were constantly being enlisted to fill Dartmouth's quota, and the proof is strengthened by repeated records of soldiers' families who were assisted with money, clothing, and food. A curious record is one giving an account of the horses purchased by the town of Dartmouth for army use. The following verbatim copies of bills are found among the Kempton papers. The enormous prices were due to the depreciated currency:

"Town of Dartmouth to Nathan Nye, Dr.:

"July 7, 1778. To one horse, sold to the Selectmen of sd town for the use of the State of Massachusetts Bay, £750.

"To John Smith, town treasurer. Pay to Nathan Nye the above sum of seven hundred and fifty pounds, and charge the same to the town's act.

"August 22, 1780. "WILLIAM DAVIS, RICHARD KIRBY, THOMAS KEMPTON, BENJAMIN RUSSELL. } Selectmen of Dartmouth."

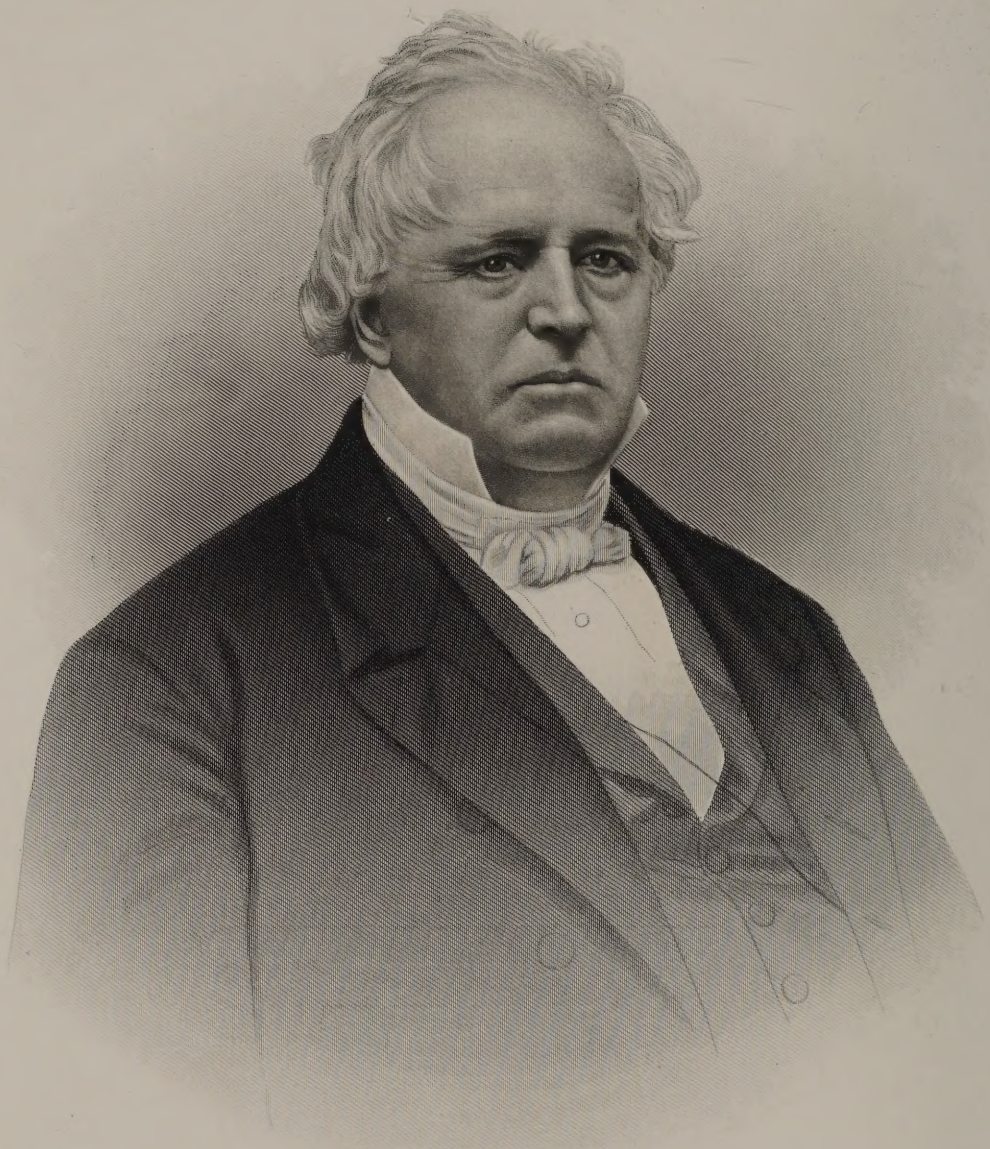
"An account of horses purchased for the Armey.	Dollars.	£	s.	d.
1 of Stephen Taber,	1800	540	0	0
1 of Ephraim Kempton,	1900	970	0	0
1 of John Nie,	200	600	0	0
To time spent in purchasing said horses.				
To 4 Days myself To Riding my horse 20 miles.				

The above are sufficient to show the prevailing prices.

Here is an interesting account of the town of Dartmouth with Capt. George Claghorn. It is evidently a record of drafted men who paid for release from military duty, and a list of soldiers who received bounties as against their names:

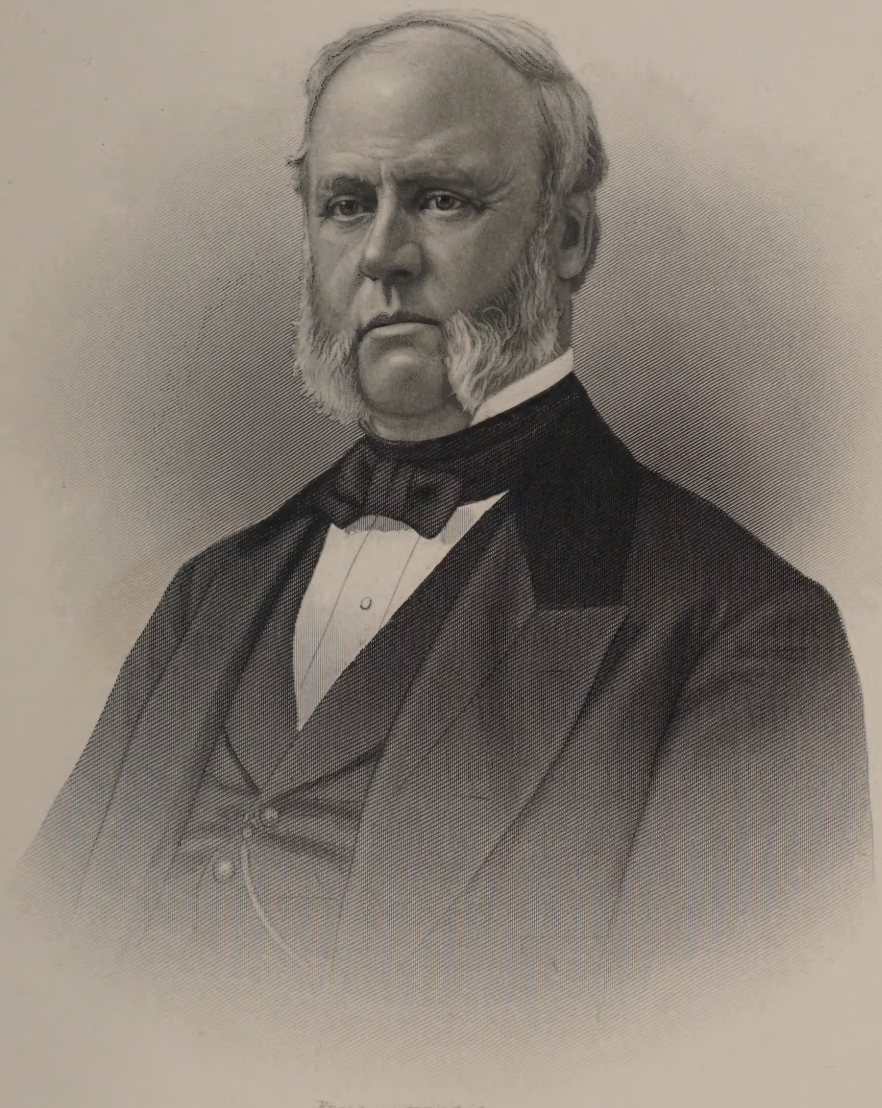
1779.	Cash recd. of Isaac Howland & Son,		£300
	" " William Russell,		150
	" " John Williams,		150
	" " Joseph Austin,		150
	" " Seth Russell,		150
	" " Jonathan Allen,		150
	" " Thomas Kempton by the hand of Charles Church,		600

	£	s.
To Cash paid Jonathan Smith toward his bounty,	150	
To Capt. Prince Jenne, as part of his bounty,	150	
To ditto for milige,	7	4
To Cash paid Seth Jenne as part of his bounty,	90	
To Cash paid Seath Tobey as part of his bounty,	90	
To Cash paid Job Tobey as part of his bounty,	90	
To Cash paid Isaac Tompkins as part of his bounty,	120	



Engd by A. H. Ritchie
Photo. by Parlow.

Oliver Crocker



Engd by A.H.Ritchie

George O. Crocker

In the following bills may be seen some of the shady sides of the soldier's life:

State of Massachusetts Bay to Thomas Kempton:

July 24, 1779. To supplying Paul Johnson (died), Thomas Francis, Michael Boomer and John Williams, who had been prisoners at New York and were discharged and brought to Bedford sick and incapable of travelling home.

	£.	s.
To 25 lbs. mutton, delivered at several times,	10	4
To 6 feet of wood,	15	15
To 26 quarts of milk,	13	0
To Gideon Howland's Bill for a Coffin for Paul Johnson,	6	15
To Mary Doubleday's Bill for nursing, bording, washing and loging Robert Curney 45 days, at £3,	135	0
To the amount of William Tallman's Bill,	17	10
To my time spent a taking the care of the sick and providing nuses and other supply from the 24th of July to the 17th of August,	45	0

An account for supplying the families of John Sullen and Philip Taber:

John Sullen's Family, September the 28th, 1779.

	£	s.	d.		£	s.	d.
To 15 lbs. of mutton at 4s. per lb.,	5	0	0	stated price,		8	4
To one gallon molasses,	4	7	0	stated price,		4	4
To 2 lbs. sugar, at 14s. per lb.,	1	8	0	stated price,		1	8
To 1 Peck Corn,	1	2	6	" "		1	0
To half a Bufhel of Rye,	4	10	0	stated price,		2	6

Philip Taber's Family, September 23d, 1779:

	£	s.	d.
To one half Bufhel purtatoes,		18	
To one peck corn,	1	2	6
To 12½ lbs. of mutton,	2	10	0

Account of orders delivered to several persons by the Selectmen for supplying soldiers' families, 1779:

Robert Bennett, the 2d, for one order to supply,	£100
William White, to supply the family John Omey,	80
Bartholomew Aiken, to supply the family Paul Perry,	200
Lemuel Pope, to supply the family John Austin,	150
Benjamin Blossom, to supply the family Timothy Jenne,	150
Benjamin Church, to supply the family Cornelius Spooner,	100
Weston Talman, to supply the family Henry Wrightington,	100
John Chaffee, to supply the family James Bates,	100
Edward Thurber, to supply the family Jeremiah Exiene,	150
Thomas Kempton, to supply the family Samuel Tripp,	150
Malitiah Hathaway, to supply the family Mical Mosher,	200
William White, to supply the family John Omey,	200

Here is a petition that will explain itself:

"Dartmouth, February the 20th, 1779.

"Sir, We the subscribers, being the marjor part of the Selectmen of sd Town, Do think it not Safe for this Town nor for the Publick, that any person Should live and Improve on the Elizabeth Islands at this present time for Divers Reasons. One is that when the Enemy was there last there was three Refugees Left there, that is to say, one Eldad Tupper and two more that Compeld two of Said Islanders to Carry them to Newport, and kept them four Days and Sent them home. Therefore pray your honurs to take our Deplorable Situation under Serious Consideration and Do What you think Will be most for the Publick Service, and for further Information we Refer you to Conl. Thomas Kempton, the Bearer.

"From your Esteemed Friends,

"Pgd. Kerby, Job Almy, Benj. Russell. } Selectmen of Dartmouth."

"To Brigdr. Gen. Cornell:

"N. B. There was Eight of the Inhabitants of the island on the Island at that time. Staid all night. Carried of foreteen Sheep, nine turkeys, one jug."

Another list of men furnished the army is as follows:

"*Enlistment of Soldiers* 1779.—Worth Bates, David Hammond, Benajah Dunham, Stephen Potter, William Drafs, Nathan West, Stoghton Booth, Gideon Hathaway, Cornelius Grinnell, Obed Kempton, Isaac Hathaway, Thomas Smith, Jobe Trip, Elisha Smith, Thurston Dotter, Jabez Hathaway, Gideon Woodmane, Samuel Weller, Weston Bedon, Henry Bedon."

Perhaps the reader is already weary of these extracts from Revolutionary documents; yet they seem of sufficient importance to warrant their preservation here. They lift, to a certain degree, the veil covering a most interesting period of our local history; and with the light given by a perusal of this fragmentary account, there comes a better knowledge of the conditions and circumstances with which our fathers were environed in the early life of the nation. After a few further extracts from the records we shall return to the events preceding the British invasion of 1778. The following document is a novelty in its way, and illustrates the early methods of disciplining the raw recruit:

ADVERTISEMENT.

"Deserted from the Camp in Roxbury—Giles Talman and Robert Nolton, Soldiers in Capt. Kempton's Company of Col. Danielson's Regiment. Said Tallman is a native of Dartmouth in the County of Bristol—dark complexioned, well set and effects to be something of a bully, about 5 feet 10 inches high. Said Norton is of a light or rather reddish complexion, a middling well set man about 5 feet 4 inches. They carried of with them

all their Cloaths & two large Pistols & 17 cartridges belonging to another man. Whoever will discover said deserters and secure them so that the subscribers may come at them or will send them to him at the Camp in Roxbury shall Receive Ten Dollars reward or five dollars for either of them.

"Roxbury Camp, Nov. 11th, 1775."

The following letter needs no explanation:

"Watertown, Jan'y 24th, 1776.

"Sir—It is with pleasure that I have it in my power to informe you that you are appointed a Lieut Colo. of a Regiment of Men to be raised as temporary reenforcement of men to continue for the Space of two months or until the first day of April next (if needed so long.) Jacob French is appointed Chief Colo. 50 men are to be raised in the County of Bristol, the other part are raised in the County of Cumberland, the Majr of F' Regiment is appointed in the County & the Adjitent also, the other officers time would fail me to give you a perticuler account off. Esqr. Baylies is appointed by the Court to come into the Town of Dartmouth in order to raise men. He will furnish you with more particular accompts. I also expect to be at home this weak and shall be glad to see you before I return again. Tho this appointment may be unexpected, yet I hope it will not be disagreeable. I wish your conduct may anser the expectations of your friends, for in your appointment I have taken no small part.

"I with truth subscribe my Selfe

"Your Friend,

"To Colo. Thos. Kempton. W. SPOONER."

The regimental officers with whom Captain Kempton was associated in his promotion, follow: Colonel Jacob French, Lieutenant-Colonel Thomas Kempton, Major Nathaniel Jordan, Chaplain Mr. Cambel, Surgeon Daniel Hathaway, Mate Surgeon Nathaniel Cook, Adjutant Thomas Beny, Quartermaster Jacob French, and a list of captains: Silus Cobb, Samuel Tubbs, Paul Elis, Winthrop Baston, Israel Now, Noah Hall, Matthew Randol.

While some of these documents do not bear directly on the military history of the township, they are none the less interesting and valuable as a part of its local history. The following petition for a town meeting reveals the early movement for the division of the township, though the town was not divided until 1787:

"To William Davis, Thomas Kempton, Alden Spooner, Isaac Shearman, Job Almy, Benjamin Russell and Stephen Peckham, selectmen for the Town of Dartmouth.

"We the Subscribers, Freeholders in Sd Town do hereby request that you grant out your Warrant for Calling the sd Town together as soon as conveniently may be to act on the following Particular, viz., to know whether it is not the mind of said Town that

it be divided into two Towns or Three, and if so to choose a committee to Point out the Bounds & Petition the General Court to Establish the Same.

"Dartmouth, Jan. 9th, 1778.

"Daniel Smith,	Edw. Pope,
Joseph Austin,	Abraham Smith,
Thomas Tripp,	Isaac Shearman,
Patrick Huxfld,	Leonard Jacobs,
Ladok Maxfeld,	Lemuel Williams,
Joseph Rotch,	Samuel Pope,
Lemuel Pope,	Jireh Swift, Jur.,
Jethro Jenne,	James Huttlestain,
Clark Hathaway,	Joseph Russell, Jun."

The following valuable lists are on record in the State House, and constitute a part of the history of the period:

"List of men raised in Dartmouth Dec. 2, 1780: Edward Stebbins, Richard Covell, John Knolton, Cladne DeBoire, Cornelius Spooner, Levi Caswell, James I. Merill, Thomas Johnson, John Rannolds, Prince Jenne, William Stoodly, Abner Luce, Franswery Parran, Cain Abel, Seth Davol, Levi Tousant, Josiah Haskell, Nathan Claghorn, Elkanah Hamblin, Robert Crossman, Francis Rayrose, Jesse Richmond, Elijah Blackmer, Deliverance Bennet,[1] Zilbah Fuller, Moses Gardner, David Cushman.

"Pay-roll of six months' men, October 5, 1781: Ebenezer Chace, David Handy, Pompey Peckham, Peter Pond, David Cushman, Martin Sekins, Eliphlet Weston, Joseph Shockley, Thomas Tobey, John Tobey, Solomon Deck, Prince Almy, Ebenezer Paine, Ezekel Tallman, Isiah Smith, Jonathan Smith.

"Dartmouth, January 12, 1782.

"William Davis, Benj. Russell, Pardon Cook, } Selectmen of Dartmouth.

"Vol. 4, page 66.

"List of soldiers raised on Deeember 2, 1781, from Dartmouth: Richard Covell, James Merell, John Konnoles, Franswery Parran, Lois Tousaint, Elkannah Hamblen, John Knolton, Thomas Johnson, William Stoodly, Seth Davel, Josiah Haskell, Nathan Claghorn."

Here is a letter that will explain itself:

"Dartmouth March 7th 1781.

"Sr I understand that you have gave obligation to Ebenezer Chace for 15£ in addition to his Bounty for the Servis Last Six Months in the Continental Armey. Now I beg that you will postpone the payment of that Obligation a littel while till Nathaniel

[1] Mr. Ricketson, in his History of New Bedford, tells the "Story of an old pensioner" who resided in New Bedford, and died in 1836, at the age of 86 years. Mr. Ricketson says: "At the celebration of the Fourth of July, 1835, our old friend [Deliverance Bennet] rode in an open carriage in company with two or three old Revolutionary soldiers in the procession. His appearance on this occasion was a very dignified one."

Pope coms home which will Bee verry soon. Shure he can give you Satisfaction of the agreement Between him and Chase you may Depend on it the agreement no Doubt Can be proved that the hire of the man muft Com out of Chace, which I can be a good Sucumstance of Pope advanced one hundred paper Dollars which I know to be tor'ds the additional Bounty that the Town agreed to pay, which Chace Denies! Chase acts the grateft viliney that can be acording to his knoledge therefore I hope you will not settel till Pope coms home then you will have the true light of the whole afair. This is from your humbl Servt.

"CALVIN DELANO."

"List of six months' men enlisted ——— 1783: Eliphas Weston, Martin ———, David ———, Thomas Tobey, Pompey Peckham, David Handy, Jonathan Smith, John Taber, Joseph Shockley, Ebenezer Chase, Josiah Smith, Ezekal Tallman, Prince Almy, Solomon Hich, Ebenezer Doune, Peter Proud."

In the year 1785 there stood on the Head-of-the-River and Bellville roads, directly in front of Humphrey Hathaway's residence, a whipping-post that, up to that time, had been used for the punishment of public offenders.

"My mother," says George H. Taber, "witnessed the last whipping administered at this place. She, a little girl at the time, went to school in the school-house located just east of the 'Parting ways' (the point of intersection of Fairhaven and Head-of-the-River roads). This event drew a large crowd of the people, and its importance was signalized by the closing of the school, so the children experienced a thrill of joy that always comes with the unexpected suspension of school duties. When the bystanders had grouped themselves about the whipping-post they were entertained with the lashing administered to John Black, who was punished for stealing." Tradition says there was another whipping-post in Fairhaven, on the northwest corner of Center and Middle streets.

The gradual depreciation of Continental money, its failure as a circulating medium, and its disastrous effect on the country have been noted. Public credit was entirely ruined, and to restore it was the purpose of an important convention held in Concord in 1779.

Many readers remember the days during the civil war, when one gold dollar was worth nearly three paper dollars, and how the very foundations of business were unsettled because of the inflated currency. Can we comprehend the situation of affairs when one silver dollar was worth sixty paper dollars, as shown by the following document found among the Kempton papers:

"BEDFORD, July 28, 1780.

"We the Subscribers being desired by Col. Thomas Kempton to assemble & give our candid Judgment how much a silver dollar is worth in paper money, do unanimously agree that the medium of Exchange, as near as it can possibly be ascertained is $60 for one silver dollar. Witness our hands:

"JOHN PROUD,
A. H. SMITH,
CALEB GREENE,
ZADOK MAXFELD,
JAMES HAYDON,
MOSES GRINNELL."

What difficulties beset these wise men in their councils when it became necessary to establish an arbitrary list of prices for the very necessities of life, and that on a basis of forty paper dollars for one Spanish mill dollar. It is worth mentioning that the president of this important gathering was the Dartmouth delegate, Walter Spooner, esq.

The following is an abridged account of their action, taken from a small pamphlet printed by Benjamin Edes & Sons, State street, Boston:

"Proceedings of the Convention

Begun and held in Concord on the Sixth Day of October 1779—to take in Consideration the Prices of Merchandise and Country Produce and make such Regulations and Reductions therein as the public Good require.

"The Convention then made Choice of the Honorable Walter Spooner, Esq., of Dartmouth as President.

"There were 185 delegates from 143 towns."

The following selection is made from a long list of articles, with the rates as established:

"Prices at the sea ports, free of charge: Indian corn and meal 4 l. 4s. per bushel; wheat, 9 l. per bushel; white beans, 6 l. 12s. per bushel, potatoes, 24s. per bushel; butter, 12s. per lb.; new milk cheese, 8s. per lb.; new milk, beer measure, 3s.; good walnut wood, 22 l.; oak and other woods, 20 l.; train oil, £90 per bbl.; blubber, 30 l. per bbl.; New England rum, 4 l. 10s. single gallon; coffee, 18s. per lb.; brown sugar, 13s. per lb.; loaf sugar, 36s. per lb.; cotton wool, 42s. per lb.; good merchantable French and Spanish Brandy, 7 l. per Gallon; Bohea tea, 6 l. per lb.; white pine boards, 35 l. per thousand; mackrell, per bbl. 30 l.; Menhaden, Alewives & Herring, 25 l. per bbl.; mollasses, 4 l. 14s. per gall.; West India Rum, 6 l. 6s. per gall; rice, 36 l. per C.

"Whereas, the goods and wares imported from Europe are so various in their kinds and Qualities as to render it quite impracticable to affix the exact Price at which every article ought to be sold and as it is necessary the Prices of those goods should be regulated—The average prices by Retail of all kinds of European wares and merchandize shall not exceed Forty Times what they were sold for in the year 1773. . . . .

"A long address is made to the People of Massachusetts Bay on the theme of the Restoration of the Public Credit &c. "Signed by WALTER SPOONER, President.

"THOMAS LLOYD HALSEY, Secy."

CHAPTER VII.

PRIVATEERING IN THE AMERICAN REVOLUTION.

Characteristics and Attractions of Privateering — The Extent of this Species of Warfare — Dartmouth's Part in It — Beginning of the U. S. Navy — Extracts from the Stoddard Papers — Sir Peter Parker's Fleet — Details of Spirited Contests.

THE American privateer was a child of the American Revolution. Its existence was a cruel necessity. A monster of the sea, it preyed upon helpless commerce and throve to fatness on its spoils. Brave men and good men entered its service. But privateering was a cruel master. It caused them to commit deeds of violence; it made the selfish man more selfish, the brutal man more brutal; it compelled the man of honor to wink at dishonorable transactions; and it forced Christian men to fight their brethren. On the other hand, privateering made heroes, prompted men to valiant deeds, to make noble sacrifices, and court death for love of country; it was a strange mixture of good and evil.

The dreadful calamities following in the footsteps of the British soldiery that invaded Dartmouth in 1778, were retributions visited upon the township for her part in the havoc made upon the British commerce by the privateers that swarmed the ocean during the Revolution. It is important to glance backward at the principal events which characterized that peculiar and effective feature of warfare.

The very first naval exploit and capture recorded in the annals of the American Revolution was made by Dartmouth men in this harbor, May 13, 1775. Does not Dartmouth, therefore, occupy the same honored relation in the naval struggles that Lexington does to the first clash of arms by the land forces? Both performed a glorious part in the dawn of freedom.

The extensive coast line of New England naturally made its people a maritime race. Its forests furnished excellent timber, its shores convenient places for the building of ships, its homes a sturdy host of artisans to

build, and intrepid seaman to man these vessels that became the carriers of merchandise over the wide seas. When hostilities with the mother country began, the sea-going traffic of every description was seriously crippled, and but a few vessels ventured out of the harbors for fear of the British cruisers that swarmed our coasts. This was especially true of Dartmouth. The whaling enterprise, grown to extensive proportions in 1775, was paralyzed the moment war broke out in the colonies. The whaleships lay idle at the wharves, and a host of energetic, daring men were without occupation. The development of the naval and privateering elements was as rapid as it was effective.

In October, 1775, Washington, then with headquarters at Cambridge, issued the first commissions to six vessels, with authority to capture only English supply vessels. Their names were the *Lynch*, *Franklin*, *Lee*, *Washington*, *Harrison* and *Warren*. The first two named were commissioned to intercept two English transports bound for Quebec. This they failed to do, but they captured ten prizes, took a fortification at St. John, and made prisoners of the governor and many others. On their return, however, the commanders were reprimanded for exceeding their orders, the prisoners were released, and the prizes given up. In the following month the *Lee* captured the ship *Nancy*, loaded with military stores. This event gave great joy to the Americans and carried profound consternation to the besieged in Boston. Well it might, for it provided for the American army 2,000 muskets, 105,000 flints, sixty reams of cartridge paper, thirty tons of musket shot, 3,000 round shot for 12-pounders, 4,000 for 6-pounders, etc.,—a welcome contribution at that time.

The importance of this branch of warfare was quickly appreciated by the Continental Congress, and a fleet of thirteen vessels was built that may be regarded as the beginning of the United States navy. They were named *Washington*, *Raleigh*, *Hancock*, *Randolph*, *Warren*, *Virginia*, *Trumbull*, *Effingham*, *Congress*, *Providence*, *Boston*, *Delaware*, *Montgomery*. They were nearly all captured or burned before the close of the war. In the mean time commissions to privateers were issued by every State bordering the coast, and prize courts established with authority to condemn such vessels as were claimed as prizes. In many of the seaport towns, vessels hitherto employed only in the peaceful pur-

suits of commerce, were transformed into well-armed privateers, officered with brave and daring seamen accustomed to life on the ocean. So popular was privateering among the people that the government found serious difficulty in obtaining crews for the naval vessels. Patriotism, combined with the free and easy life of the bold privateer, the frequent opportunities for personal bravery, and the desire for prize money, were strong attractions that drew into the service thousands of New Englanders. Reliable authorities state that during the war more than 600 privateer vessels belonged in Massachusetts alone. Boston had a list of 365; Salem nearly 150. Dr. E. E. Hale, in Winsor's "Narrative and Critical History," says: "If we had lists equally full of the privateers which sailed from Falmouth (Portland), from Marblehead, Falmouth, Dartmouth, Plymouth, Barnstable, and the other towns on Cape Cod, it is probable that we should enlarge the list of Massachusetts privateers so that it should include more than 600 vessels. It is to be remembered that all the regular operations of the fishing fleets were stopped, and that therefore in every town on the coast there were vessels and men ready for service, and very easily commissioned if a spirited commander appeared. . . . We suppose that the average crew of a Massachusetts privateer when she sailed was about 100 men."

On the authority of Almon's *Remembrancer* it is stated that in 1776, 342 sail of English vessels were captured by the Americans; and in 1777 England suffered a loss of 467 sail, though the government kept seventy cruisers on the American coast alone. In 1780 the Admiralty Court in Boston had condemned 818 prizes, and in the single month of May, 1779, eighteen prizes were brought into New London. A sufficient account of this branch of the warfare has been and will be given, to show the importance of certain ports on the coast possessing good harbors, easy of access, and convenient for recruiting and for running in prizes. Among these were Portland, Portsmouth, Boston, Salem, Newburyport, Marblehead, Falmouth, Newport, New London, New York, Philadelphia, Baltimore, Charleston, and not the least important in the list was Dartmouth. These were the lurking-places for the dashing privateers which shot in and out of the harbors, threading the coast in all directions, disappearing at the presence of some English frigate, only to dash out and pounce on some unsuspicious merchantman, a hail, a

shot across the bows, a crowded boat alongside, decks swarming with men armed to the teeth, a feeble remonstrance, a surrender, and the combat ends; the merchantman is a prize and is soon at anchor at Dartmouth, possibly, or in some more convenient harbor.

A few occurrences and exploits connected with privateering will be mentioned, to illustrate what has been said regarding it. The most convincing proof of its magnitude and importance, however, in the absence of records, is the fact that General Clinton sent such an enormous army to lay waste the little township of Dartmouth, which at that time numbered about 7,000 souls. And not only did Dartmouth feel the revengeful hand of British authority, but towns, villages and hamlets bordering the entire sea coast received similar visitations, that caused great suffering and want among the people through the destruction of property and the desolation of their homes.

In the lack of written history of American privateering, it has been my good fortune to have access to valuable manuscripts in possession of the Stoddard family of Fairhaven. Many of the extracts are credited as being made by Rev. Dr. Robbins of Rochester. These were taken from the files of the *Connecticut Courant* from the year 1780 to 1783 inclusive. Others are from English magazines. While the record deals with dates as early as 1776, it is evident that the principal work of the privateering fleet was accomplished from 1778 to the close of the war.

"In June, 1776, brig *Adventure.* A party of American soldiers from Boston captured a brig off the harbor; beat off the tender to the *Nautilus* man-of-war, and carried their prize into New Bedford.

"Ship *Congress*, Capt. Boucher in 1776 captured several Jamaica ships in the West Indies, Lt. Thomas Truxton (afterward Commodore Truxton), brought one of the prizes into New Bedford.

"The fleet under Com. Sir Peter Parker, with troops under Sir H. Clinton, left Sandy Hook for Rhode Island, and at Weaver's bay the evening of the 7th, (the *Bruno-Mercury*, *King Fisher*, convoying the transports, went through the sound under Com. Holtham. Sir P. P., with the large ships and two transports, went outside.)

"The two fleets joined on the 5th in Black point bay. Capt. Wallace, of the *Experiment* led the fleet in by the way of Narragansett and took a brig of 160 tons, loaded with staves and beeswax. The debarkation took place at daybreak on the 8th. Rhode Island, with adjacent isles, is in possession of the British. Capt. Montague, of the *Mercury*, was dispatched to England."

Engd by E.G. Kernan N.Y.

L. Lorne

In the magazine for January, 1777, is a dispatch from Admiral Sir Peter Parker, acquainting the admiralty of the expedition to Rhode Island, which closes as follows:

"On the first appearance of the fleet three rebel privateers of 34, 30, and 28 guns went up from Newport to Providence, where they are now with several others, and I shall hope to put an effectual stop to any farther mischief from that nest of pirates."

Then followed a list of what they termed "the rebel privateers at Providence, commonly called the Continental fleet."

The most conspicuous figure in naval history was Paul Jones. He had no equal as a brave privateer. A Scotchman by birth, he became a sailor, at twenty-nine was commissioned a lieutenant in the navy, and was associated with Hopkins in the *Alfred* in 1776. Jones himself on this ship unfurled the American flag the first time it was flung to the breeze. Soon afterward he took command of the *Providence*, a fast sailing craft of twelve guns. His first cruise lasted forty-seven days, during which he captured sixteen prizes. During his famous career he swept the British coast, carried terror to the seaport towns, burned British vessels in their harbors, and actually cleared the British channel of merchantmen for a time. While in command of the *Providence* his cruising ground made him a frequent visitor in Dartmouth harbor, and his crew was often recruited from Dartmouth men. Among these was Henry Perkins, of Boston Tea Party fame, who related most interesting tales of the fierce fights in which he was engaged under Paul Jones, some of which occurred off our coast.

In a terrible encounter with a British brig-of-war of superior strength it was said that the *Providence* was covered with cotton bales to protect her from the large shot of the enemy, and was provided with a lot of scrap iron that belonged to a Mr. East, a mason, who built the mansion House in New Bedford, then the residence of William Rotch. The struggle was a terrific one, and after an obstinate contest the enemy struck his flag. It was quickly flung to the breeze again and hoisted into position. After a tremendous broadside from the guns of the *Providenee*, loaded with old spikes, bolts, and pieces of hoop-iron, the brig finally surrendered. "Why," said Perkins, thumping the floor with his cane in his enthusiasm, "it took three men to handle each gun when we went into action, but before the fight was finished one man did the

same service." When the commander was asked why he replaced the flag, he said, "I couldn't bear the idea of striking to a serving mallet." Not much wonder that he felt mortified, for he had accosted Capt. Paul Jones with the hail and command, "Surrender, you d——d old serving mallet" (referring to the *Providence* as having only one mast). This battle took place so near this port that Jones brought his prize into Dartmouth harbor; and it is said that the blood of the killed and wounded was running down the sides of the brig when she came into port.

A writer in the New Bedford *Mercury* years ago, stated that "the wounded of the crew who died were brought on shore and interred in a small hillock that rose near the shore a short distance north of the spot once occupied by the wheel-house of William Rotch's ropewalk. A carpenter's shop built by William Coffin covers the ground where those men were buried." [1]

The following extracts are chiefly taken from the English magazines and, of course, relate to the captures made by the British navy. The list might be largely extended. The American privateers were also busy at that time, and, if records existed, it would doubtless appear that they did equally effective work:

"Admiralty office, June 27, 1777. Capt. Griffith of Her Majesty's ship the Nonsuch [64] has sent to Plymouth a rebel privateer sloop of 10 carriage guns and 80 men, called the Charming Sally, Francis Brown commander, which he took on the 16th inst. to the W. of Cape Finistere. She belonged to Dartmouth in Mass. Bay, had been out about five weeks, and had taken a sch. called the Betsey, William Clarke master, from Gaspee to Jamaica, and a brig called the Hannah, Henry Beaty master, from Newfoundland to Lisbon, both laden with fish."

"Jan. 29, 1777. The Aurora, John Hutchinson master, late the Oxford of Glasgow, taken by the rebels with a party of the 71st regiment on board, and carried into Virginia, is brought into Liverpool laden with 312 Hhds. on acct. of the Congress and bound to Nantz. She was navigated by 15 men, 8 being Englishmen, rose upon the others and took the ship."

"List of vessels taken by the squadron of Sir P. Parker, Dec. 7, 1776. Ship Polly, Robert Nelson master, 160 tons, from N. C. to Lisbon; Dec. 18, the Betsey, James Sut-

[1] When Mr. C. built his shop, in 1830, he levelled this mound, unearthed these skeletons, and buried them a few feet north of the building. His son Frederick, from whom these facts were obtained by the writer in 1889, was present at the time and secured two buttons found in the grave each bearing the figure 2 and a letter. In 1841 an addition was made to the shop, and the bones were again resurrected and reburied a short distance still further north. In September, 1889, they were again dug up in excavating for an addition to Edmund Grinnell's iron foundry. Dr. William H. Taylor, the medical examiner, emphatically stated that these skeletons were those of white men. Their present resting place is in Oak Grove Cemetery.

ton, from Sp. river, Cape Breton, to Lisbon; Dec. 29, the Success, Giles Pierce, from Charleston, S. C., to Providence; Dec. 30, the Betty, I. Pierce, from Jamaica to Londonderry; Dec. 30, the Liberty, Solomon Phipps, from N. London to W. Indies.

Signed, P. PARKER."

"Feb. 28, 1777. Extract of a letter from Antigua, Jan. 17, 1777: Last Wednesday arrived here, brig Peace & Plenty, John Nalder commander, belonging to this island. The 8th inst. was brought to by an Am. privateer, who put a boat's crew and officer on board. In gale of wind parted them, when Capt. Nalder and his crew fell upon the rebels and overpowered them. Secured them under hatches and brot them into this place. The privateer was Achilles Snow, of 12 car. guns and 16 swivels, commanded by one Williams, formerly a midshipman in the English navy."

"Admy, Mch 12, 1777. By letter from Admiral Young it appears that he has taken the Am. Privateer Putnam 12 guns and 80 men, beside 12 other rebel vessels between 30th Sept & 6th Dec."

"June 24. Vice Admiral Gayton on the Jamaica Station writes in his letter of 2d last month that the whole number of rebel vessels which had been taken by the ships under his command amounted to 124 sail."

"Sept. 3, 1777. Lieut. Jarvis, commanding armed cutter, took the Am. privateer Liberty, of S. Carolina, Pitney, commander, off the Berry Head, after a warm engagement of 5 Glasses, [Hours.] She mounted 6 four-pounders and six swivel guns, had 62 men. Five men killed and captain wounded. Hunters had 4 men killed and 3 wounded slightly."

"Admy office, Oct. 6, 1777. Lieut. Bouchier, commanding H. M. sloop Druid, writes that he had a severe action with a rebel privateer in Co. with H. M. ship the Camel. The Druid lost her captain, who was named Cartent, and died of a wound recd. the first broadside, and six killed; 4 died of wounds received in action and 21 wounded."

"H. M. Ship Centaur at sea, Oct. 16, 1777. Capt. Hughes of the above ship writes that on the 12th he fell in with and took the Am. schr. Betsey from Nantz, bound to Edenton, N. C., laden with gunpowder, arms, tents and woolen for the rebel army, all consigned to Congress."

"Nov. 6, 1777, Vice Adml. Montague writes that Cap. M'Bride of H. M. Ship Bienfaisant had taken the Am. Privateer Ann Tartar, 24 guns, 200 men."

"July 9, 1778. *Universal Magazine.* Capt. Bryne of H. M. ship Andromeda writes to M. Stephens that on his voyage from the Delaware on the 31st of May he fell in with and took the Angelica, privateer, from Boston, 16 six-pounders, 98 men, set on fire."

"Aug. 28, 1778. The Swallow, packet, on board which was Marleani, agent of the Nabob of Arcot, with it is supposed £100,000 of property was carried into Fayal by two American privateers. They took her off the Cape of Good Hope, and after disposing of her property converted her into a privateer and sailed in company on a fresh adventure."

"Jan. 25, 1780. Extract from letter from Bergen, Feb. 4. The American priv. Alliance, Capt Landers, two days ago sent in her 2 prizes, viz. The Betsey Fisher from

Liverpool to N York, and the Union Johnson from London to Quebeck. She has taken also 3 others which she sent to France she only sailed from L' Orient Aug 14. One of Paul Jones fleet."

"Boston, Feb. 14. By Capt. Potter who arrived here last night in 20 days from Charlestown, S. C., we learn that the Boston, Providence, Ranger and Queen of France which sailed from hence the latter part of November, arrived at that port the 19th Dec., after a passage of 26 days."

. . . . . .

"Took a Brig of 12 Guns from St. Augustine that a Packet boat had decoyed in there, a Privateer brig called the Lady Crosby of 12 guns and 18 men from N. Y., laden with cloathing for the new levies there, not knowing but she was going into Georgia by which they learnt that the fleet from N. Y. bound to Georgia which sailed & the latter end of Dec. had been separated by the storm that scarcely 2 vessels were to be seen together. That in consequence the Providence & Ranger in conjunction with 4 French Frigates sailed from there on or about the 23d January in order to pick up some of the scattered transports."

"Portsmouth, July 20. Last Monday was sent into port by the Rover, privateer, commanded by Capt. Bradstreet, a Priv. Brig from Ireland, bound to New Foundland, laden with the following articles, viz.: 250 barrels pork and beef, 200 firkins butter, 10 tons flour, 10 tons bread, 50 barrels oatmeal, 500 bushels salt, and a large cable fit for a 70 gun ship and a large quantity of cordage, sails, etc. The Privateer that took her was a small schooner with 15 or 20 men."

"Boston, June 8, 1780. Monday last arrived at Dartmouth a brig bound from Cork to New York, taken by H. M. C. M. Frigate L'Hermione, commanded by the Chevarle Touche. Cargo 1760 firkins Butter, 150 Boxes Candles, & 150 boxes Soap. The prize is now commanded by Mons. Louis Daniel Charier volunteer of the Frigate.

"Boston, July 27, 1780. Tuesday arrived at Salem a prize ship with upwards of 1000 bbls. of Beef captured by priv. Fortune of that port. Last week arrived at Cape Ann the priv. Genl. Stark from a Cruise in which she captured 3 Ships bound to Quebec, laden with rum and dry goods, one of which has since arrd."

"Hartford, Jan. 16, 1781. A few days since a Schooner arrd. at Newport in 6 days from Wilmington, N. C., being manned by several people belonging to Rhode Island, who had made their escape from a Prison Ship in Charleston, S. C., in the following manner: One evening observing a Schooner come to anchor near the prison ship with several negroes on board, they took an opportunity while the sentry was off his guard to get from the prison ship on board the Schooner, and immediately making sail they got out of the Harbor. They afterward put into Wilmington, where they sold the negroes, and with the money, bought a cargo of Naval Stores, with which they arrived safe at Newport."

"New London, Sept. 12, 1781. Tuesday arrived a small sloop laden with naval stores, prize to the Hancock. The Br. fleet that left the sound lately were at Martha's Vineyard last week demanding large supplies from the inhabitants. Since seen standing S."

"Philadelphia, Sept. 19, 1781. Yesterday came up to town the private armed ship

Congress, Capt. Gaddis, of this port, from a cruise. About seven days ago off Charlestown she fell in with the Br. sloop of war Savage, Capt. Stirting, of 20 guns, with whom she engaged upwards of six glasses, most of the time yard arm and yard arm, when the Congress attempting to board her, she struck. We hear that the Savage had between fifty and sixty men killed and wounded, and the Congress 8 killed and between 20 and 30 wounded, some of whom are now dead. The C. brot in near 100 prisoners from the prize, which may be hourly expected."

"C. C. March 5, London Nov. 10. The Iris man-of-war taken in company with the Richmond and Gaudelope by the French is an American built vessel, was called the Hancock, taken by H. M. ship Rainbow of 44 guns. She is a prime sailer, and since being in our service has taken so many prizes in America that the officers have all made fortunes. She was distinguished by the name of the lucky Iris."

"The S. C. Gaz. of Jan. 12 says that Capt. Samuel Spencer in the Brig. Betsey from Georgia for the port of Charleston with upwards of 100 souls on board was taken by the Guadelope (Br. Frigate) Captain Robinson, who treated his prisoners with great humanity and generosity."

"Capt. Simeon Samson, in the Mercury packet belonging to the U. S., arrived at Holmes Hole last Tuesday night from Nantz, in France, which he left 18th Nov. with despatches for Congress. Passr. Elisha Hunt Saybrook."

Hon. Weston Howland gives the following interesting account relating to privateering, mentioning many family names that are familiar to New Bedford citizens:

"In those days American vessels were manned by Americans, captains, officers and crews. It was customary for the crews to engage their services for so much per month, with liberty to take a certain amount of cargo on their own account for the purposes of trade. Quite early in the war (1778 or '79), Captain Daniel Ricketson, grandfather of our present honored and exemplary citizen and historian, with Cornelius Howland, grandfather of the present Cornelius Howland, Jr., as mate, Cornelius Grinnell, father of the late Hon. Joseph Grinnell, and Weston Howland (my grandfather), with other Dartmouth boys in the crew, sailed from Boston with a full cargo for foreign ports. Each of the above mentioned carried their venture for trade, purchased with the money saved up from previous voyages. A few days from home they were captured by an English 74-gun ship, and were taken with the Brig to the Island of Bermuda, and there confined as prisoners on board the prison ship. In a short time a Baltimore clipper schooner as a prize, was brought in, which the Governor of the island had fitted as a yacht for pleasure sailing about the group of islands. Among those he took for a crew were Cornelius Howland, Cornelius Grinnell and Weston Howland, and now as yachtmen they were faring sumptuously. Yet the restless Yankee spirit led them, under the lead of Cornelius Howland, to conspire and plan on their next excursion to capture the schooner, and bring the Governor, with his suite, into New York or Boston, and it would have been successful but for the conscience of one of the Dartmouth boys, who claimed that they had all been treated so handsomely by the Governor that it would be wrong to attempt the capture, and to prevent it, he notified the Governor of the yacht,

when they were all taken out of the clipper schooner and kept as close prisoners until exchanged, when they returned to their homes in Dartmouth."

The records reveal abundant illustrations of valor and prowess. In spite of the suffering and cruelty involved, there is a charm about those terrible conflicts on the sea. Think of that great fleet of merchant vessels under the convoy of British frigates that sailed from Torquay on May 30, 1780, thirty-eight sail in all, richly laden with ammunition and military stores, provisions and supplies of every kind, West India goods for soldier and citizen—all intended for Quebec, the base of supplies for the English army. What a magnificent sight that fleet must have been as it swept out into the broad ocean!

Three days out, a French fleet of war vessels swept down upon the fleet and captured seven of them. A number of American privateers then took a hand in the affair and captured nineteen. The remainder of the squadron was nearly all captured by American cruisers at the mouth of the St. Lawrence. It was a crushing blow to the province of Canada, and must have caused great suffering to its people and the British army. It was estimated that each prize was worth £20,000, and the captured cargoes were well adapted to the wants of the Americans.

A few days after this event is recorded the arrival at Salem of the ship *Brutus*, which, in company with the *America* and the *Saucy Jack*, privateers, had captured ten richly laden vessels of the Quebec fleet.

In January, 1782, the brig *Marian*, Captain Packwood, captured the British ship *St. Lawrence*. A prize crew of ten men, under command of Lieutenant Cardwile, was put on board, with orders to proceed to New London, or the first safe port. On the 11th of January they sighted Martha's Vineyard and anchored off Old Town (Edgartown), and fired two guns for a pilot. Henry Fish, with five men, came on board and was given charge of the ship by Cardwile. While getting under way another pilot, with the same number of men, came on board. Soon afterward Captain Peter Pease, with five men, put in an appearance. The presence of so many pilots on one vessel proved an unfortunate circumstance for the captors; for while the ship was working its way to the westward under the direction of Fish, Pease was below with Cardwile (who was sick) and persuaded him to give the charge of the craft to Pease. On gaining his consent he brought the vessel to anchor off

Gayhead about four o'clock in the afternoon, the wind blowing east-northeast. For three days she lay at this point, until Captain Cardwile and his people grew weary and insisted that the ship should proceed, the wind being fair. Pease accordingly made sail and stood between Gayhead and No-Man's-Land, bringing the ship to anchor at eight o'clock. This caused great uneasiness among the people and they soon complained to Captain Cardwile, for the boats crews had refused duty and the sails remained unfurled. At 12 o'clock the wind suddenly shifted to west-northwest, blowing a gale, and the ship dragged anchor. Pease then advised the men to assist in handling the sails, but the ship continued to drag, with every prospect of going ashore unless immediately put to sea. Captain Cardwile and his men, with Fish, the first-named pilot, were in favor of this plan, but Pease and two or three of his men refused to go to sea and raised such a mutiny that the ship could not be got under way. Suddenly the cable parted and the vessel was at the mercy of wind and wave. It was too late to get clear of the land. Pease then ordered the men at the helm to run her ashore, which was done, and she went crashing into the breakers on the rockbound shore. The vessel immediately went to pieces, and out of the twenty-eight persons on board, fifteen perished. Among those who lost their lives was Captain Cardwile.

Captain Noah Stoddard, of Fairhaven, was a prominent privateer commander of the Revolution and participated in many spirited conflicts. Conspicuous among his exploits was the capture of Lunenburg, a little town on the shore near Halifax, N. S. An expedition consisting of four privateers, the *Scammel*, Captain Stoddard; *Hero*, Captain Babcock; *Hope*, Captain Woodbury; and the *Swallow*, Captain Tibbets, sailed for that place July 1st, 1782, and landed a force of ninety men under Lieutenant Barteman, two miles below the town. They marched rapidly with the intention of surprising the inhabitants, but were greeted with heavy discharges of musketry as they entered the town. They quickly burned the commanding officers' headquarters, a block-house in the northwest part of the town, spiked two 24-pounders and drove the plucky defenders into the south block-house. Here they made a stubborn resistance, opened a brisk fire on the invaders, and disclosed their purpose to hold out to the last extremity. Their courage

forsook them on the receipt of several four-pound shot from the *Hero*, and they surrendered themselves prisoners of war. The account says that "the victorious party, with a natural and pleasing vivacity, fell to plundering the town and quickly emptied the stores of a considerable quantity of dry goods, beef, pork, flour, and twenty puncheons of West India rum." While this was being accomplished, the combined fleet approached the town, and two 18-pound guns were spiked and dismounted, the royal magazine captured, and taken on board the *Scammel.* The town was ransomed for £1,000. Colonel Creighton, with several prominent citizens, was made prisoner and placed in charge of Captain Stoddard. The account says "the strictest decorum was observed toward the inhabitants, their wearing apparel and household furniture being inviolably preserved for their use. On the side of the brave sons of liberty, three were wounded slightly or dangerously; on the part of the abbettors of oppression and despotism the number of slain and wounded was unknown, only one of the slain being found."

A remarkable capture and recapture occurred on the Massachusetts coast in the month of April, 1782. A new ship lay at anchor at Cape Ann, laden with a valuable cargo and ready for a voyage to Carracas. Early one morning a barge with fifteen men belonging to a British brig of fourteen guns, swept alongside. This audacious crew took quick possession of her, hoisted the anchor, shook out the sails, and away she went on the wings of the wind, a prize to the British crown. The news of this event reached Salem at 10 o'clock on the same morning. At 1 o'clock the privateer ship *Marquis de La Fayette* and a cutter got under way and went out in quest of her. On the same day an armed vessel sailed from Newburyport on the same errand. From Portsmouth the privateer *Revolution*, Captain Webb, was likewise sent out. They returned at night unsuccessful.

At Cape Ann there lay a ship at the wharf with neither sails, rigging or ballast on board, and with topmasts on deck. Between sunrise and 11 o'clock on the morning of the following day, the enterprising inhabitants of Cape Ann rigged, ballasted, manned and armed this vessel, bent her sails and got under way in eager pursuit of the captured ship. The next morning they sighted her, came up with her at 1 o'clock, retook her, and that afternoon both vessels were safe at

anchor at Cape Ann. It is an interesting circumstance that both vessels were the property of the same merchant. None but thoroughbred Yankees could have performed such a daring deed. The privateer escaped.

There were no privateers owned and fitted from New Bedford. They were mostly owned in Boston, Connecticut and Rhode Island, and rendezvoused here. A large sloop called the *Broome*, twelve guns, commanded by Stephen Cahoone, of Rhode Island, and *The Black Snake*, a long, low, black schooner, frequently came into this harbor. The latter was owned in Connecticut and mounted eight carriage guns.

These authentic incidents are sufficient to give a comprehensive idea of the bold privateer of song and story, his peculiar methods of operation, and to show that Dartmouth harbor was an important rendezvous for those engaged in this species of warfare. And herein lies a potent reason for the punishment administered of September 5, 1778.

CHAPTER VIII.

THE BRITISH INVASION.

Dartmouth's Loyalty — Defenceless Condition of the Town — Anticipatory Preparations — Operations at Newport — The British Fleet and Forces — Terror of the Inhabitants — Authentic Incidents of the Invasion — Burning of the Town — Bloodshed — Feeble Defence — The Enemy at Fairhaven.

SATURDAY, September 5, 1778, was a notable day in our local history. In her devotion to the country's cause, Dartmouth had sown the wind; she was to reap the whirlwind. She had proved a rankling thorn to the enemy, and was now to receive the scourging lash of the British army. No better proof of Dartmouth's loyalty is needed.

The people had ample notice that something unusual was to happen. On August 17 the selectmen and committee of safety posted a notice

in the public places ordering the inhabitants immediately to cause all goods, wares, and merchandise, that were private property, and not necessary for subsistence, to be moved into the country or to some safe place. They were informed that the selectmen and committee of safety were authorized and would move all goods, at the owners' expense, after two days had passed. If necessary they would impress teams or employ vessels to convey the goods to a place of safety. In this posted notice all persons having charge of property belonging to the State, or to the United States, the Continental agents, Board of War, were desired to remove such as soon as might be.

How portentous was the wording of this order, and how defenceless was the whole township should the enemy come in large numbers! True, the little fort at Fairhaven (known to the present generation as Fort Phœnix) was armed and equipped and might resist any ordinary attack from the sea. Eleven iron cannon were mounted on platforms, the magazine was full of ammunition, the fortification was well garrisoned with a company of thirty-two men under command of Capt. Timothy Ingraham and Lieut. Foster, and the barracks would accommodate 200 men. Moreover, there were two cannon mounted and in working position on Clark's Point. Surely these defences would be sufficient to repel an attack from the sea, and would not the companies of minute men from the surrounding towns respond quickly to the alarm? Would they not be a wall of protection from any demonstration on the land? Many of the people thought so and gained much comfort thereby, little dreaming what a mighty host would soon march through the town. The harbor swarmed with ships, sloops, boats, and prizes, either at anchor or lying at the wharf. For safety many of these were moved up the river, as if the little distance would place them beyond the reach of any possible harm.

While the people were waiting in hope and fear there was at anchor in the harbor of New London a formidable squadron of British war ships soon to sail for this port. Why they were there, and under what circumstances, it is important to consider at this point. Philadelphia was evacuated in the latter part of the month of June, 1778. Lord Clinton, with the army, departed for New York. Lord Howe, with the British squadron, sailed from the Delaware on June 28, arrived at

Sandy Hook the next day, and worked his way over the bar into the inner harbor. Count D'Estaing, with his fleet of French frigates, after a long passage, arrived off the Delaware too late to intercept the British squadron, and he proceeded to New York, arriving at Sandy Hook July 11. It was expected that a fight would take place, but the pilots provided for the French ships declared that the large vessels could not be safely conducted over the bar, and the project was abandoned. At the request of Washington, the Count proceeded to Rhode Island, then in possession of the British. General Greene had been sent there by Washington to co-operate with General Sullivan in arranging the plans of the army. Lafayette with 2,000 French troops was to participate in this notable event.

Ten thousand troops had been gathered from all parts of New England, and when D'Estaing entered Newport harbor joy came to the hearts of the Americans and dismay to the 6,000 British soldiers who held the island and its defences. Several British warships were burned to escape capture by the French. In a few days D'Estaing sailed from the harbor to meet the British squadron that had followed him from New York. They had an encounter off Point Judith without any special advantage to either party. At this time a fearful gale arose that is still remembered in tradition among the Newport people, when the windows of the houses inland were incrusted with salt, deposited by the sea water borne on the wind. The storm continued with great violence for forty-eight hours. The fleets were scattered and separated, D'Estaing's flagship, the *Languedoc*, ninety guns, losing her rudder and all her masts. When the gale had subsided, the French fleet sailed for Boston for repairs, against the earnest protests of Greene and Lafayette. The American troops that had crossed over to the island retreated and the siege was raised. The British squadron followed D'Estaing to Boston harbor, and it was thought that a sea fight would occur at this point. It was found that the French held a superior position, and it was deemed unwise to risk an attack. The British squadron left the coast and proceeded to New London, where it had hoped to capture a number of privateers. Here Sir Henry Clinton left the fleet. In his dispatches to Lord Germaine, dated September 15, he says: "I left the fleet, directing Major-General Gray to proceed to Bedford, a noted rendezvous

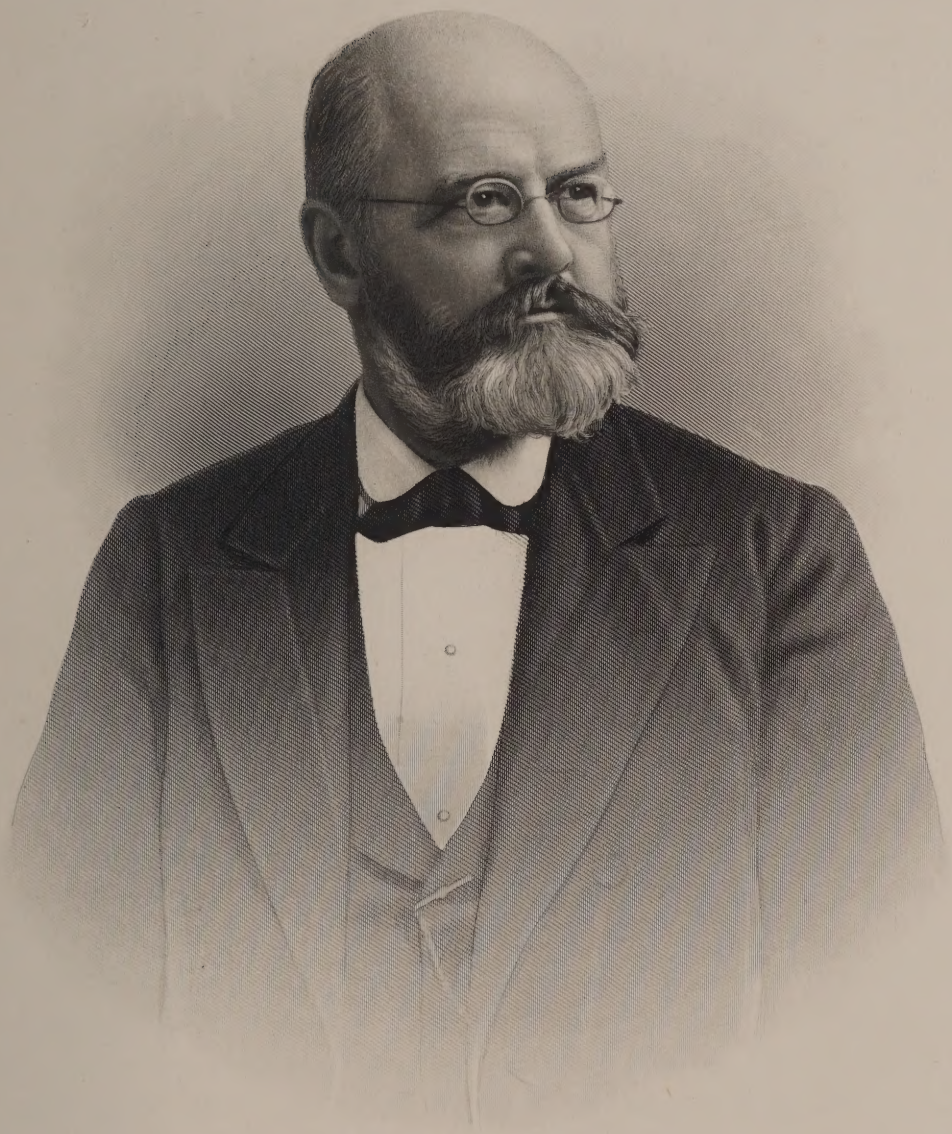
for privateers, etc., and in which there were a number of captured ships at the time."

And thus it happened through this singular chain of events that the British had a powerful force to send to this harbor. The detached fleet consisted of two frigates, one of them the *Carysfoot* of forty guns, with Rear Admiral Gambier and Major-General Gray on board, an 18-gun brig, and thirty-six transports. The troops numbered about 4,000, and consisted of the following: First Battalion, Light Infantry; First Battalion of Grenadiers; Thirty-third, Forty-second, Forty-sixth, and Sixty-fourth Regiment of Foot. The Forty-sixth Regiment plays an important part in this history. It holds in its possession to-day a Bible that was taken by its soldiers from a house in Dartmouth at the time of the invasion. The book is carefully preserved in the mess-room of the regiment, and it has been carried on every campaign and expedition for more than a hundred years. The history of this remarkable book is of special interest to the Masonic fraternity. This incident will be developed in its course.

On the evening of the 4th of September the squadron sailed for Buzzard's Bay. A few days before the arrival of the enemy, a company of artillery had been sent from Boston, consisting of eighty men and four officers, Capt. James Cushing, and Lieuts. Joseph Bell, William Gordon, and James Metcalf. The men were entertained at the poor-house, then situated on Sixth street south of Spring. The garrison at the fort and the artillery company were the only armed forces stationed in the town; and unfortunately the latter was at Stone Bridge, except a detachment with one gun under command of Lieuts. Gordon and Metcalf, that had returned on the day of the invasion.

There must have been a large number of citizens away from their homes in the service of the army at this time, as the muster rolls indicate. Then there was a considerable number of Friends, who had scruples against bearing arms. It was said that aside from the above-mentioned soldiery there were not fifteen able-bodied men on this side of the river at the time of the coming of the British army.

The proclamation of the committee of safety was significant enough to carry terror into every household. From the date of this alarming document, the families on both sides of the river were transporting their



Engd by A.H. Fitchie

Thos A. Stetson

valuables into the woods, secreting them in out-of-the-way places, storing their food where it could be easily found, and using every expedient to make bearable their enforced stay in the woods.

The following authentic cases illustrate what probably occurred in many a household on the Acushnet River. Mrs. Lydia T. Barnard, a woman of eighty-four years, and a member of the Society of Friends, gives the following facts: Her grandfather, William Russell, who came to Bedford with the Rotches from Nantucket in 1765, lived in a house on the southeast corner of Water and School streets. (This building was subsequently moved to Front street and is now used as a stable by A. K. P. Sawin. Denison's flour-mill stands on the old location.) Many of Mr. Russell's household goods were moved into the woods. Among the articles which he was obliged to leave in the house was a tall clock which he prized highly. So he carefully removed the works, and with grandmother, the baby (Mrs. Barnard's mother), went to Rockdale. Here he hid the clock works in a stone wall, and leaving his family in the woods, returned to the house and awaited the enemy. The house was set on fire by the British soldiers. Mr. Russell succeeded in putting out the fire after they had left, and so saved his dwelling from destruction.

Watson Ellis, jr., now seventy-nine, gives the following incidents related to him by Miss Betsey Tinkham, who lived to the age of ninety-five, dying in 1842. She lived in a house on the northwest corner of Union street and Acushnet avenue. This was the ancestral home of the historian, Daniel Ricketson, and the building is still standing. Miss Tinkham was attending a wedding at Clark's Cove on the day of the invasion. Happening to look out of the window she saw the approaching fleet far down the bay. Miss Tinkham lost her interest in the wedding and wanted to go home. She went up the road with flying steps, not stopping until she reached the Ricketson house at the head of the Cove. Here she stopped a few minutes to rest, and then resuming her flight, she hastened to her home, gathered up what she could of her household treasures, carried them to the shore and packed them in a boat, whence they were floated up the river to a place of supposed safety. Alas, for human calculation! They were burned, boat and all, by the enemy during the succeeding night. Miss Tinkham, with her neighbors, spent several days in the woods.

Among the many interesting incidents in Mr. Ricketson's history of New Bedford, is one told of a man named Joe Castle, who was in the employ of Joseph Russell. He went over to the enemy at the time of their landing. Deeming a written notice to his master more agreeable than a verbal one, he wrote with chalk on the barn door the night he took his departure:

"I make no more stone wall
For old Joe Russell."

This impolite traitor and Eldad Tupper, a Quaker Tory, were employed as guides by the British in their work of destruction. Tupper's name is found in a long list of persons who had left the State and joined the enemy. These were forbidden to return under penalty of arrest and heavy fine.[1]

George H. Taber, of Fairhaven, now eighty-three years of age, tells a story related to him by his mother, of a woman, who, in her haste to get to a place of safety, abandoned her household effects, her wearing apparel, and all the precious articles that comprised her worldly possessions, and fled with her neighbors to the woods. Abandoned all? No, not quite all; one precious thing she could not leave—her warming-pan. And so, with this useful article swinging to even time with her fleeting steps, she sped on the wings of the wind. She might as well have had a copper drum, for it sent out ringing notes on the air as it received the thumps of nature's drumsticks protruding from tree and bush. Her companions in terror protested against its being carried farther on the journey, for fear that the martial tones would reveal their whereabouts to the enemy. Their appeals were in vain. Nobly she struggled against their importunities, and when at last they turned from her, leaving her alone and unprotected, she bravely held to her warming-pan and prepared to battle single-handed with the enemy. But they came not in that direction and so happily ends the story.

Mother Gerrish, a staid and matronly Friend, was busily engaged in her household duties, and was about to sand her well-swept floors (carpets were a rare luxury in colonial days), when her affrighted neighbors appeared and urged her to flee with them. She quietly proceeded with her work, simply remarking to her anxious friends: "If the enemy come to my house they shall find it in good order."

[1] Allen's Remembrances.

Miss Alice Hart, now living on County street (1892), gives the following experiences of her ancestors in those early days of trial. Her grandfather went to sea and never came back; vessel and crew were lost. At the time of the invasion, her grandmother, Mrs. Jerusha Smith, and two little children were living alone and struggling for existence. When the panic came a kind neighbor offered to help them away from their house. "Taking my mother, then two years old, on his back, my grandmother with the baby in her arms, they traveled through the woods until they reached a house in which they hoped to find shelter. But to their astonishment they were refused admittance, because the children had whooping-cough. Pursuing their way, they came to a more hospitable roof, where they were taken in with a hearty welcome, their kind host remarking, 'we are in fear of enemies more to be dreaded than the whooping-cough.'"

Worth Baits was a soldier, and his name appears in the Dartmouth list of Revolutionary patriots. He went down the bay on the morning of the 5th of September, 1778, and was the first to discover the approaching fleet. Landing at the fort, he communicated this important intelligence to the garrison. The boom of the signal gun carried the tidings to the inhabitants on both sides of the river.

"With a favorable wind," said the dispatches of Sir Henry Clinton, the British fleet set sail from New London on the evening of the 4th of September. A portion of the fleet worked to the eastward, and passing Egg Island, landed their soldiers on Sconticut Neck, out of range of the guns of the fort. Most of the vessels however, glided into Clark's Cove, under the pilotage of a Dartmouth Tory, and reaching the deep water line about due west of the city farm, landed their contributions of armed men and military stores. What a host must have crowded the shore and adjacent fields! Yet without confusion, for everything was conducted with military discipline. By the time the barges had landed the last of this formidable foe, the day was far spent and the sun far on its journey toward the horizon.[1]

In the group surrounding the general was a figure, conspicuous for

[1] In a letter to Sir Henry Clinton, September 18, 1778, General Grey said: "By five o'clock in the afternoon of the 5th, the ships were at anchor in Clark's Cove, and the boats having been previously hoisted out, the debarkation of the troops took place immediately."

his manly beauty and martial bearing, who was to fill a pathetic page in our national history—Capt. John André, bearer of dispatches on General Grey's staff, a mere stripling of twenty-seven when he marched with the British troops through our township. Two years later he was adjutant-general, with the rank of major, on Sir Henry Clinton's staff, and purchased his death and fame by one courageous service for his king.

The lovely Acushnet, now so calm and peaceful, stretching away among the woody plains, was to be the scene of a conflagration absolutely consuming in its greed the prosperity, and well-nigh the existence, of the town.

The British army marched up the old middle road, and sweeping across the head of the Cove, entered the forest path that led to the town. Over this highway (County street) a century before, and two centuries before our day and generation, marched Capt. Benjamin Church and his Plymouth soldiers, guarding their train of Indian captives from Russell's garrison on their way to Plymouth and to servitude across the sea.

When the troops reached the intersecting road, Union street (then called King street), the columns divided, one part marching down to the river, while the other continued onward to the Head-of-the-River, and then southward through Fairhaven to Sconticut Neck. The most important work devolved upon the former party, for to them came the duty of destroying the business part of the town.

Tradition says that the night was one of surpassing beauty, for the moon made it as light as day. It is probable that the naval forces co-operated with the troops, but just what that part was is not clear from the meager records. In the dispatches sent September 6 to Sir Henry Clinton is found the following, which certainly shows that they participated in the work: "I send you an outline sketch of the scene of operations, the plans of execution of the naval part, with the minutes of the manner in which it was performed."

It should be borne in mind that in 1776 there were but 6,773 inhabitants in the entire township, and that that number was probably not exceeded in 1778; that Bedford village was a cluster of houses bordering the river front; that three wharves—Rotch's, Russell's and Mc-

Pherson's at Bellville—were the principal places for the fitting of ships; that the warehouses, shops, and stores were largely situated east of Water street and between Commercial and Middle streets; that the farms and forests covered the western slopes. All this should be remembered in order to comprehend what a disastrous affair this invasion was.

The evident purpose of the expedition was to cripple the maritime interests of the town rather than to destroy the homes of the people. However this may have been, a large number were burned, and with them much private property and household goods.

With the arrival of troops along the river front commenced the conflagration, the distillery and two ropewalks being the first buildings burned. The exact location of the former was definitely fixed by the late Thomas Durfee. He said that it stood on the west end of land now covered by the granite building of Thomas M. Hart at the head of Commercial street. The tide ebbed and flowed at that time close up to the distillery. Mr. Durfee said his father used to send him to get clay that was found in the distillery ruins, and which was used for plastering the chimneys of their blacksmith shop. The ropewalks above mentioned were undoubtedly situated near the Second street cemetery, and extended to the river. According to the map of Bedford village in 1815, made by Gilbert Russell, Butler & Allen's ropewalk was immediately south of Rotch's ropewalk, north of this site. It is a fair inference that those destroyed were located in this section.

Along the lower streets and wharves moved the troops, continuing their work of destruction—warehouses, shops, and stores were soon enveloped in the flames. On the whole river front the fire fiend held high carnival, embracing everything that had made the people prosperous.

The property destroyed, as reported by the enemy, was as follows: Eight sail of large vessels from 200 to 300 tons, most of them prizes; six armed vessels, carrying from ten to sixteen guns; a number of sloops and schooners of inferior size, amounting in all to seventy, besides whaleboats and others. Among the prizes were three taken by Count D'Estaing's fleet. Twenty-six storehouses at Bedford, several at McPherson's wharf, Craw's Mills and Fairhaven were destroyed. These were filled with quantities of rum, sugar, molasses, coffee, to-

bacco, cotton, tea, medicines, gunpowder, sail-cloth, cordage, etc. Two ropewalks were also burned.[1]

The brig *No Duty on Tea,* enveloped in flames, floated from McPherson's wharf and grounded on Marsh island. Other vessels drifted on the islands and shores as far down as Fort Phœnix. For many years after, navigation on the river was obstructed by sunken craft. Charles Eldredge relates that within his memory wrecks were to be seen near Crow island, on the shore where now is Rodman's wharf, and east of Rotch's wharf was a sunken vessel that proved a serious obstacle to navigation until it was finally removed by the United States government about fifty years ago.

A little before 9 o'clock, or after some of the vessels which had been set on fire on the Bedford side had drifted down towards the fort, the detachment which landed on the east side advanced upon the fort from the eastward. Two guns were fired at the fleet, and after spiking the guns the garrison retreated to the north, leaving their colors flying. The British, supposing the fort to be still garrisoned, opened fire upon it with their artillery, but soon ceased as the fire was not returned. The garrison were at this time ranged along a low wall a short distance to the north of the fort, waiting to discover the exact position of the enemy in order to make their retreat successfully. They were soon discovered by the British, who opened fire upon them and wounded a man by the name of Robert Crossman. A ball passed through one wrist and across the other. A hasty retreat was then commenced, and the enemy, not knowing the exact position and strength of the Americans, did not make a vigorous pursuit. The whole garrison, with the exception of the wounded man and two others, John Skiff and his father, who were taken prisoners, succeeded in making their escape to the woods at some little distance north of Fairhaven, where they lay concealed through the night and until the British had passed them from the Head-of-the-River. Before the fort was evacuated a train of powder was placed from the magazine to the platform. The British upon entering, after destroying the ramrods, sponges, etc., applied a slow match to the

[1] From the records of the Forty-sixth, or South Devonshire Regiment of Foot, is made the following extract: "On the evening of the 5th of September the troops landed, overcame all opposition, destroyed seventy privateers and other vessels, demolished the fort and artillery, blew up the magazine, destroying immense quantities of naval stores. etc., and returned on board the transports at noon the following day."

magazine, which, communicating with the train left by the garrison, was blown up sooner than was expected. One man at least was killed, for the fragments of his gun, cap, and accoutrements were afterwards discovered near by. After burning the barracks and guard-house the detachment moved north, destroying vessels and stores, and formed a junction with the detachment from the west side somewhere near the head of the Acushnet, after which they marched down toward the fort.

John Gilbert who was in the employ of Joseph Russell, and who had been engaged during the day in removing the household goods, was sent back with a horse to convey Mrs. Russell to a place of safety. She had gone, leaving orders that he should take Miss Peace Akins, a relative of the family, and the only person remaining in the house. Gilbert was at the horse-block, ready to perform his gallant duty, when the advance soldiers came in sight down County street. He urged her to hurry; but she had forgotten something (how like a woman!) and must return to the house. Before she came back the troops were passing, and while Miss Akins was in the act of getting on the horse, a soldier came up, seized the bridle, and ordered Gilbert to get off. Gilbert made no reply, but pulling the reins suddenly, the horse knocked the soldier down, and Gilbert made his escape, leaving Miss Akins on the horse-block. She was evidently in a favorable position to see the military procession! Several British officers rode up and assured her that if she would remain quiet she would not be harmed, and so she remained, a calm spectator of the passing pageant. The officers were courteous enough to stay with her until the review closed. Gilbert received no injury and made his escape up the Smith Mills road.

Though in haste, he found time to answer the inquiries of William Hayden and Oliver Potter, whom he met, regarding the whereabouts of the British troops, and informed them that they were passing abreast of them. These citizens, who were armed with muskets, cut across the fields, secreted themselves under cover of the dense woods bordering what is now County street, near the head of North street. They chose their opportunity and fired into the troops, killing two of the soldiers.

This was the first blood shed. It was quickly followed by what was the most tragic occurrence of the invasion, and which took place but a few moments after the killing of the soldiers. Three citizens, Abram

Russell, Thomas Cook, and Diah Trafford, were coming up the road we now call North street, on their way to the woods beyond. They were fired upon by the British soldiers and advanced upon with the bayonet. Russell was killed immediately, his head, as one account gives it, "being entirely cut to pieces." Cook died early in the morning, his bowels being ripped open with a bayonet. Trafford was wounded in the leg and died the next day. The three men lay in the road all night, but were carried into Joseph Russell's barn in the morning. Trafford was a young man, twenty-one years of age, and in the employ of Joseph Russell. Cook was occasionally employed by him. Russell was forty years of age. He and Cook were buried in Dartmouth. Trafford's body found a resting-place in the burial-ground on the shore where the sailors that were killed in the Paul Jones privateer fight were buried.

Many of our elderly citizens remember the old house that stood near the corner of County and North streets. It was standing in the days of the Revolution; and it was in this vicinity that the tragedies above spoken of occurred. The inmates of this house had an experience that must be given at this point. The facts are given the writer by Mr. David B. Kempton. His grandmother died in 1848, at the age of ninety-seven, and it was one of the rare pleasures of his childhood to hear her tell the wonderful tales of the Revolution, and above all the story of the invasion. She said that when the soldiers were approaching her home she took her children and fled to the woods at the west. They had to get over the bars of a fence, and in this act they were discovered by the soldiers, who fired upon them without effect. The fugitives lay flat on the ground for some time, and then ran through the woods to Smith Mills, passing through the small-pox hospital grounds, a piece of cleared land formerly a wheat field, and now covered by the southerly portion of Oak Grove cemetery. When the burial-ground was graded the cellar of the hospital was to be seen. On, over these grounds, sped the refugees, hiding themselves as much as possible under the thick foliage, to Haskin's Corner, now the termination of Rockdale avenue on the Hathaway road; thence they wandered to Smith Mills. They arrived at the house of a friend, Mrs. Mott, at midnight, and caused great alarm when they clamored for shelter, the people sup-

posing they were enemies. "The Regulars are here! The Regulars are here!" was the cry raised by Mrs. Mott to her daughter, who was in a distant part of the house. With a grim satisfaction the heroic grandmother shouted in tones that were clearly heard by the inmates, "We are regular enough after this journey through the woods, and the distance we have travelled makes us perfectly harmless." Then it was that they were recognized and received with great joy.

The soldiers took possession of the house from which the brave mother had fled, destroyedthe furniture, beds and bedding, threw the crockery, glassware and light articles into the well, which was then located on the west side of County street.

Mr. Kempton's grandmother related an incident which confirms the account of the action of Hayden and Potter alluded to above. She said that two or three men went into the woods north of the old house and fired into the soldiers as they passed, killing two and wounding others. These men heard the shout, "Run, soldiers, run, the woods are full of men!" and they made double-quick time toward the Head-of-the-River. The family in a day or two returned to the house.

It has already been said that a company of artillery had been stationed here for general defence. It consisted of eighty men under the charge of Capt. James Cushing and Lieuts. Joseph Bell, William Gordon, and James Metcalf. Several days before the invasion they had been called to Howland's Ferry, to take part in what is known as the battle of Rhode Island. It happened that on the very day when the British made their landing at Clark's Cove, a part of this company, with one gun, under charge of Lieuts. Gordon and Metcalf, had returned to the town and were in charge when the alarm was given. There is a well established tradition that Lieut. Gordon, while on the watch for the enemy, was attracted into the house of Caleb Russell, below which he had been reconnoitering. The attraction was a strong one to a hungry soldier; for it was nothing less than a luscious repast of hot Indian pudding, served in a capacious pewter platter. Now, either he had come too late or the enemy had appeared too early, for the lieutenant had no more than made himself comfortable and was in the act of taking a liberal slice from the platter, when the alarm was sounded. The gallant lieutenant forgot his empty stomach and the delicious feast before

him, and quickly took his departure. But misfortunes never come singly. Gordon found himself a prisoner, the first captured by the British army. What a thrill of satisfaction must have been felt by the conquering foe, and what pride must have swelled the breast of General Grey, to know that his soldiers had at the very outset captured one-half of the officers of the defensive force! If such satisfaction was felt by the invaders, it was of short duration, for soon after his capture the brave lieutenant, accepting his chance and seizing a cape from one of the guards, leaped a wall, fled to the woods, and soon joined his command.

As the enemy advanced, this detachment of Yankee soldiers with their one piece of artillery pluckily did their best as they steadily retreated. At the Head-of-the-River Lieutenant Metcalf was mortally wounded. The artillery officers were quartered with Mrs. Deborah Doubleday, who kept a hotel in the building now occupied by law offices, No. 30 North Water street. It was then owned by Seth Russell. John Gilbert in his account says that after Metcalf was wounded he was brought to this house, where he saw him the next day. Metcalf died in three days, and was buried with military honors in the old cemetery at Acushnet.

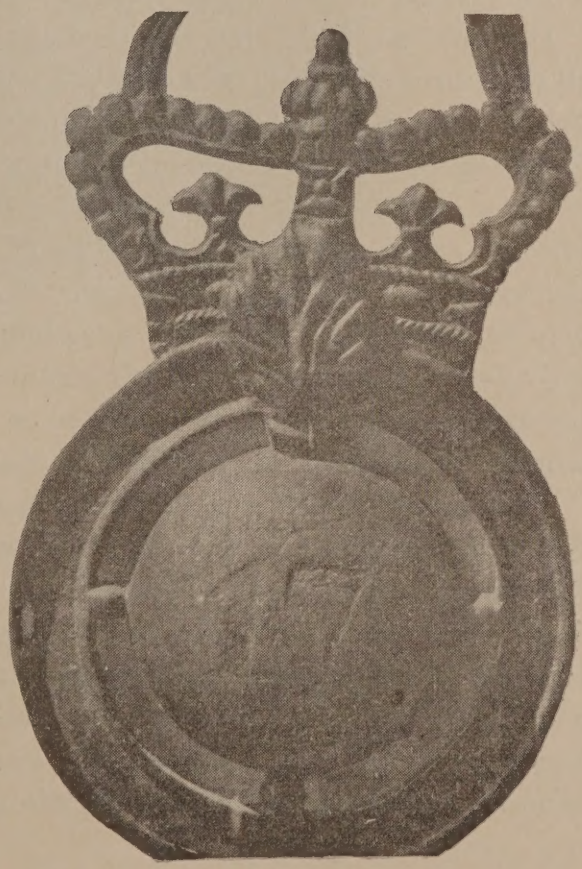
Lieutenant Gordon held several commissions in military life, and was appointed by John Hancock as commander of a company of maltrosses (artillery) that was at other times commanded by Capt. Amos Lincoln, and by that famous mechanic, Paul Revere. Gordon was a highly respected citizen and lived to an advanced age.

The road to the Head-of-the-River, known to the present generation as Acushnet avenue, was the way of escape for many of the fleeing inhabitants, and the thickets by the wayside were utilized for secreting many of their worldly goods. On the east side of this road is the cottage with its numerous additions, owned by Mr. Willard Nye, jr.[1]

[1] Mr. Nye has in his possession probably the most valuable memento of the invasion. It has been in the Tallman family for several generations, and was given to him by Mrs. Betsey M. Nye, a relative. It is a belt ornament that undoubtedly belonged to John Dodge, whose name was engraved upon it, and who was one of the soldiers who no doubt visited the place on that memorable Saturday night. It is about eight inches long and consists of a metal circle six inches in diameter, with a half globe in the center. Linked to the surrounding circle on the surface of the ball, in bold outline, is the figure 17. Attached to the outer circle is the British crown. This ornament was found in the peach orchard. Mr. Nye, appreciating its possible historic value, sent a photograph of it to Washington, and the following reply to his communication will explain itself:

In the days of the Revolution it was the property of Timothy Tallman, who lived here with his three brothers, Seth, William and Elkanah. When the invasion took place these grounds were used by their friends as a place of deposit for their household treasures; and so it happened that the peach orchard then growing at the south of the house, and between that and the running brook, was covered with a promiscuous variety of furniture, beds and bedding.

Among the citizens of Bedford who did not sympathize with the American cause was David Hathaway. Early in the war he espoused the Tory cause, and in January, 1777, left the States and took up his residence in Nova Scotia, where he staid six years. Before leaving this vicinity he placed his family in his country residence, the homestead just north of Riverview Park, near where is now located the house of Thomas Nash. This gentleman says that the homestead was purchased of Thomas Hathaway by his grandfather, Simeon Nash, and stood upon the spot perhaps a few feet to the east of his present dwelling. The old well is still in existence, under his porch, and furnishes a never-failing supply of excellent water. Here Mrs. Hathaway lived and devoted herself to the instruction of her children. Thomas, the oldest



United States National Museum,
under the Direction of the
Smithsonian Institution, Washington,
April 23d, 1887.

Mr. Willard Nye, New Bedford, Mass.

Dear Sir — Prof. Baird has handed me your letter of April 10, with photograph, and asked me to give you the information you desire. I have had the photograph examined, and it proves to be that of a plate for belts (and also on cartridge boxes) worn by the British infantry about 1776, and was generally silver plated. Should you desire any further information, I would refer you to Raike's History of Honorable Artillery Company of London.

Yours Respectfully,
G. BROWN GOODE,
Assistant Secretary Smithsonian Institution, in charge of the United States National Museum.

child, was fourteen years of age when the invasion took place. On that eventful evening Mrs. Hathaway, with her children, was standing in the doorway of her house watching the flames that rose from the burning town. Along the road people were passing to and fro, many of them with their goods. They cheered her with promises of assistance. About 8 o'clock three horsemen rode furiously by, warning the dwellers of the near approach of the enemy. When they appeared, Mrs. Hathaway sent her boy Thomas, with two other boys, into the woods for safety. There he climbed a tree and watched the depredations of the British along the road as they passed. The record says that a British officer entered the house of Mrs. Hathaway and demanded to know the whereabouts of her husband. He would not believe her statement of his being in Nova Scotia, and, taking her by the shoulders, shook her, giving her a fright from which she never recovered. From that time her health failed, and she died in 1783, soon after the return of her husband to his family.

It is not probable that the terror-stricken people were able to save all their property from destruction. Many were obliged to carry their goods themselves, while their more fortunate neighbors who owned horses utilized them in conveying their treasures to the woods. Some of these, even, failed in getting free from the clutches of the enemy. History records the fact that William Tobey, afterward postmaster of the town, was the happy possessor of a yoke of oxen, and was on his way to the woods when the advancing soldiery came uncomfortably near—so near as to threaten his capture. Mr. Tobey finally abandoned his loaded wagon and with his oxen gained the woods, leaving his worldly possessions an easy prey to the British.

Mrs. Susan Brightman, whose husband was at sea, was compelled to flee with her family of four children up the country road, and beyond the village at the Head-of-the-River. She turned into a pasture and found shelter in a shed used for herding sheep. There she waited with fear and trembling while the troops passed by on the main road, near enough for the refugees to hear the strains of music from the regimental bands. On her way back to her house, located on the west side of Water street, between Elm and Middle, she met a citizen who was deemed

L. A. Plummer

rich, who said to her, "Mrs. Brightman, my property is all destroyed, and I am now as poor as you are."[1]

About an eighth of a mile above the Acushnet bridge, and close to the river, stands to-day a gambrel-roofed house, in fair preservation, that was the home of one of the chief men of the village in Revolutionary times. Mention has previously been made of the eminent pastor of Acushnet Church, Dr. Samuel West, and of his distinguished services to the country. It is a fair presumption that Dr. Tobey, who lived in the house spoken of, was alike useful in his profession. A tradition is given by G. H. Taber, that a company of British soldiers, on their way around the river, made a social call at Dr. Tobey's residence. Not finding the family at home they proceeded to make themselves comfortable. It happened that the oven in the cellar was piping hot and doing good service in cooking the bread, and that most famous of all New England dishes, pork and beans. The soldiers invited themselves to the banquet in the absence of the host, and "licked the platter clean." Though the doctor lost his Sunday morning breakfast, he had the good luck to save many of his valuables and clothing, for they happened to be in a room at the head of the cellar stairs, and when his uninvited guests opened the door to go down to the feast the entrance to this room, where the family treasures were, was completely hidden and the soldiers departed none the wiser.

It is said that there gathered on Tarkiln hill a large throng of people who had fled from their homes. When the British troops turned eastward at Lund's corner they descried them in the moonlight, and supposing them to be a body of minute men, did not deem it prudent to send a detachment to attack them.

Having accomplished their dire revenge upon the helpless people of Acushnet the British proceeded down the road to Fairhaven. The first house destroyed was that belonging to Col. Edward Pope on the west side of the road, on the exact spot now occupied by the dwelling once

[1] One of the Brightman children, Phebe, was twelve years old at the time of the invasion. She afterwards married Capt. William Meader, jr., who was one of the original members of the Star in the East Lodge of Free and Accepted Masons. They lived in the house on Acushnet avenue, south of Spring street, now occupied by Dr. Flagg. It was here that Mrs. Telson B. Denham heard Mrs. Meader relate the above story. One of her grandmothers, Charity Slocum, was a prominent worker in the relief society that did so much noble service for the boys in blue during the Civil war.

owned by David Russell, and now the property of Thomas H. Knowles, of this city. Colonel and Judge Pope was a prominent citizen, and it is a fair inference to suppose that it was because of his loyalty to the cause that his property was destroyed. The enemy were well posted as to who were fit subjects for their wrath, for they had for guide that distinguished Quaker Tory and traitor, Eldad Tupper. The next house that received the attention of the enemy was one on the east side of the road, the home of Stephen Hathaway. The host and hostess, both members of the Society of Friends, aware of the approach of the enemy, had sent their children into the woods and had deposited their silver spoons and valuables in the well, which is still in use. The enemy must have been informed that Mr. Hathaway was in good circumstances, for the advance soldiery made a vigorous demand for money. Their request not being granted they proceeded without formality to search the house. Here was an opportunity to carry out again the spirit of General Grey's orders, and the bayonet came into use. It is not known whether they obtained the desired treasure, but the old family desk, now in the possession of Humphrey N. Swift, bears the marks of the bayonet made when the noble sons of Briton tried to pry it open. The soldiers carried off a number of things belonging to Mrs. Hathaway. While they were engaged in their operations the commander-in-chief rode into the yard. Mrs. Hathaway complained to the general that the soldiers were troublesome. He replied that it was not his intention to have any of the Society of Friends disturbed, and at once ordered a guard for their protection. For this gracious favor she treated the officers to a liberal lunch of milk, bread, and cheese.

Notwithstanding the assertion made by General Grey that the Friends were to be free from annoyance, the truth remains that many of them did receive personal abuse. Among them was Jethro, the father of Stephen Hathaway. The soldiers removed his broad-brimmed hat and amused themselves by tossing it in the air. When they had exhausted this highly dignified sport, they returned it to the old gentleman, probably in a battered condition.

Moving southward, the troops called at the house of Thomas Hathaway, now known as the Laura Keen farm, on the west side of the road. Jonathan Kempton, a nephew and ward, happened to be on Sconticut

Neck when the troops were coming through Acushnet village. He returned in great haste, and had only time to pack the silver plate and other articles in a small trunk, when he entered into an interesting conversation with the advance guard, who met him as he was passing out of the front door. They kindly relieved him of further care of the trunk, and invited him to accompany them on board the fleet. After setting fire to some bedding in an upper story, and closing the doors, they departed from the house. Mr. Kempton must have been a shrewd young man and of an original turn of mind, for among his expedients to save his clothing he had put on two pairs of trousers. This proved to be a most fortunate circumstance, for while walking with his guard down the lane leading to the main road, he made use of his opportunity and bribed him to let him go, offering as a reward the extra pair of trousers. The guard was aware of his having them, for the fact was revealed when, becoming curious as to the time of night, he had forcibly relieved Kempton of his watch. The traitor guard consented to the proposition, took the trousers, and Kempton took to his heels. It is said that the soldier, in order to deceive his commanding officer, fired a shot at the retreating prisoner. It failed to hit him and lodged in a cherry tree. Mr. Kempton reached the house in time to extinguish the fire and thus saved the homestead.

Richard Delano, who lived a short distance east of the village, removed some of his household effects, at the approach of the enemy. His loaded wagon, in charge of a lad named Look, was met on the road to the woods by a British soldier, who, saluting the boy with a blow mounted the wagon and ordered the lad to drive on. When they reached the house of Mr. Alden they found it in possession of the enemy, and the soldier entered. The lad quickly made his escape, and returning home, told his adventure to Mr. Delano. The family fled, and on their return, found that their home had been invaded by the enemy, and their furniture destroyed. The house, built by Mr. Delano in 1773, is still standing; and over a closet door in the front entry may be seen the marks made with a bayonet in opening it,—another evidence that General Grey's orders to use the bayonet were well observed.

CHAPTER IX.

THE BRITISH INVASION CONTINUED.

Further Destruction — The Traitor Tupper — A Famous Bible — Suffering and Want that Followed the Invasion — Wretched Condition of the Township after the Raid.

AFTER the British troops had visited the house of Thomas Hathaway, they proceeded southward and burned a store on the east side of the road, filled with West India goods, belonging to Obed Hathaway. Just south of the Woodside Cemetery the main road branches off to the east and continues down through the village of Fairhaven. In Revolutionary days this was the only thoroughfare that led to Sconticut Neck and the southern part of the village. It was on the gentle elevation at the very entrance of this back road that the house of John Cook was situated, to which allusion has been made. This historic spot is made still more interesting by the fact that here, a century later, stood a dwelling house said to have been built upon the same cellar walls as the first. It was the home of Bartholomew West and his two sons, William and Edward, the domestic affairs being managed by Hannah Sogg. At the time of the invasion the old man was feeble and helpless and unable to leave his bed, and thus the British soldiers found him. His son William was at the village with the ox team, and when he returned the house was in flames. On entering the dwelling the soldiers treated the inmates with great rudeness, because of the patriotism of the old man, who was an enthusiastic supporter of the American cause. No doubt faithful Eldad Tupper had given them correct information as to his position. While looting the house they informed the Wests that they intended to burn it and refused the request of Miss Sogg to remove the old man to a place of safety. She, like a true heroine, carried him out herself and placed him on a feather bed against a wall in the orchard. The house was burned to the ground, and the troops departed to new fields. A shed that escaped the flames was used for shelter by the family and was afterward enlarged and remained the old man's home until his death.

Among the many articles carried away from this house by the soldiers was a copy of the Bible which was destined to have a history. It is to this day in possession of the Forty-sixth Regiment, now known as the Duke of Cornwall's Regiment, Light Infantry, Colonel Grieve commander, and now stationed at Plymouth, England. When the regiment was stationed at Gibraltar, the chaplain, Rev. Mr. Patterson, copied the many entries from the book, and from him have been obtained these facts. One of the entries that bears a special local interest is the following:

"In the year 1746–47, a hard winter, the horses began to pass over the river the 20th of December, as I was informed by William Peckham and his wife, and to my knowledge continued to pass with horses and oxen on the river from Joseph Russell's to the head of Acoshamet River until ye 11th of March, ye snow being then in ye woods knee deep upon a level. Adjudged by credible persons further it is credibly reported by them yt say they keep account yt there was 30 snows this winter and they continued riding until 23d day of March. Benj. Akin rid over against his father Tabers, viz. Jacob Tabers, and on the 23d day in the morning it began to snow and continued to snow for forty-eight hours, it wafting as the fall got to a great depth and they could now journey on the ice from Capt. ——— to Taber's side until ye 27th of March."

The old Bible also contains several family records and other notes, among them the following:

"Mother Mercy West, deceased November 21, 1733, in ye 77 year of her age, who was ye daughter of John Cook, ye first ordained minister of Dartmouth."

This entry is written on the back of the title page. On the back of the last page of the Apocrypha is the following:

"Stephen West deceast July 7, 1769, in the 75th year of his age."

On still another page is the following:

"George Hathaway, son of Jethro Hathaway, deceast on the 7th day of November, 1746, in ye 5th month of his age.

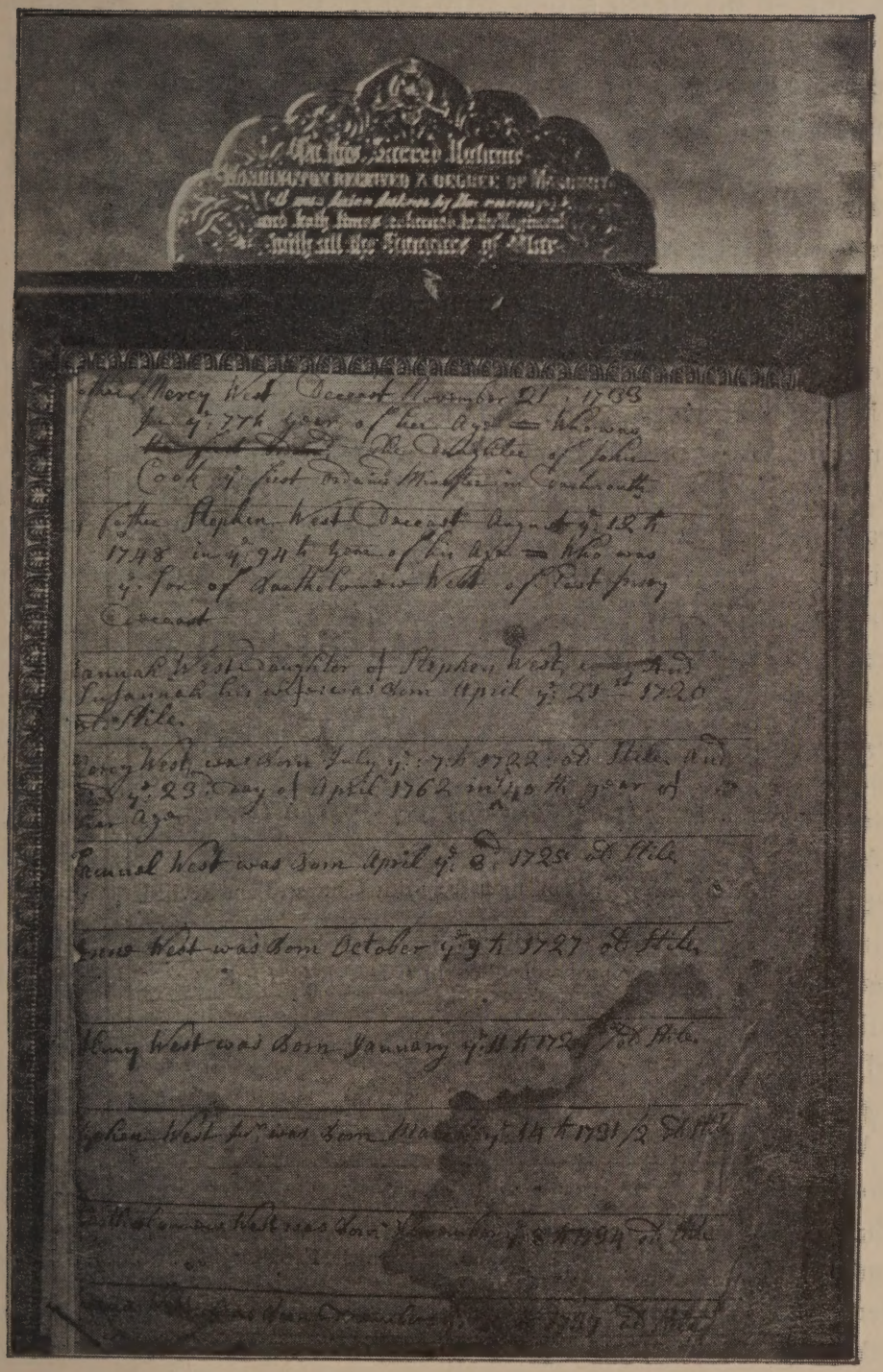
"Mathew West, son of Samuel West, deceast Feb. the 17th, 1753, New Style, in the 24th month of his age."

"Father Samuel Jenney, deceast April ye 3d, 1716, in the 58th year of his age."

"Our mother, Hannah Jenney, deceast September 2d, 1749, 80 years of age."

The family traditions regarding this famous Bible have been well preserved, for down through the successive generations the story has been told that the old man Bartholomew held this book in great ven-

THE WASHINGTON MASONIC BIBLE—OUTSIDE.



THE WASHINGTON MASONIC BIBLE—BACK OF TITLE PAGE.

eration, and to his death spoke with regret of its loss. He supposed that it was burned with the other household goods; and so during the long century intervening, the family of Wests have had no knowledge of its existence until the development of events spoken of in this article.

"The Second Battalion, Duke of Cornwall's Light Infantry, which has so recently left Pembroke Dock, has in its possession a Bible on which it is stated Washington took one of the degrees of Masonry. This corps was originally numbered the Fifty-seventh, and was raised in 1741. Six or seven year's later, by the disbandment of eleven regiments, it became the Forty-sixth Foot, by which name it was known until 1881, when it received its present territorial designation. In 1752, when quartered in Ireland, a Masonic charter was obtained from the Grand Lodge of that country. This regimental lodge was numbered '227,' and was also known as the Lodge of Social and Military Virtue, its motto being 'Libens Solvit Merito Votum.' Both name and motto, it is to be remarked, have the same initials, 'L. S. M. V.' In 1757 the regiment embarked for America, where it was quartered for ten years in Nova Scotia, and in 1767 returned to Ireland. In 1776 the Forty-sixth again crossed the Atlantic, and was landed on the coast of North Carolina. In 1778, along with other regiments, it proceeded on an expedition to Massachusetts, as the privateers belonging to New Bedford had inflicted much damage on British shipping, and it was resolved to put a stop to such depredations. On the evening of September 5, 1778, the British fleet, with the four regiments of infantry on board, appeared unexpectedly at New Bedford. The force was landed almost without opposition, and passing through the little town, the troops entirely destroyed it, as well as some seventy privateers, whalers and other ships. Amongst the plunder carried off on this occasion was the family Bible of the Wests, whose descendants are still in the neighborhood of the now flourishing city of New Bedford. We learn from the title page that the volume was printed 'in London by the assigns of Thomas Newcombe and Henry Hills, deceas'd, printers to the Queen's Most Excellent Majesty, in the year 1712.' The first record is written on the back of the title page, and contains entries of the deaths of mother Mercy West, who died November 21, 1733, aged seventy-seven, and of father Stephen West, aged ninety-four, who died August 12, 1748, and

Grenadier 46th Foot—Temp. George III.

the births of eight of their descendants between the years 1720 and 1737. The second entry is on the last page of the Prophets, and contains a description of the severe winter weather experienced by the dwellers on the banks of the Acushnet River on which New Bedford is built, in the year 1746–47.

"This is followed by entries relating to the births of the children of Reuben Packhom, and Petience Hatherley, between the years 1731–34. The third entry is on the last page of the Apocrypha, and registers the death of a Stephen West who died in 1769, aged seventy-five years. The fourth records the deaths of two Thomas Summertons who died, one in 1736, aged twenty-six years, and the other in 1740, aged seven months. These entries are on a page containing the Thirty-nine Articles. The last register is on the same page as the 'Table of Kindred,' and records the deaths of George Hathway, Mathew West, father Samuel Jenney and our mother Hannah Jenney. It is to be noted that the latest entry appears to be that of the death of Stephen West on July 7, 1769, about eight years before the book fell into the hands of the British. It is stated that the volume was retaken by the Americans, but for some reason or other was returned to the Forty-sixth before the corps sailed for England in 1782.

"After having been quartered in Ireland for several years, the Forty-sixth proceeded to Gibraltar in 1792; thence to the West Indies in 1794, and back to England in 1796, where it remained until 1804, when it proceeded to garrison the Island of Dominica, which was shortly after attacked by an overwhelming French force, under General La Grange. The British commander, General Prevost, was obliged to evacuate the city of Rosseau, which fell into the hands of the enemy. The Bible in question, along with all the furniture and regalia of the lodge, had to be abandoned, but was afterwards restored to the regiment under a flag of truce, as is set forth on a silver plate attached to the walnut case, with glass lid, in which it is kept in the ante-room of the officers' mess, the inscription on which reads as follows:—

ON THIS SACRED VOLUME
WASHINGTON RECEIVED A DEGREE OF MASONRY
IT WAS TWICE TAKEN BY THE ENEMY
AND BOTH TIMES RETURNED TO THE REGIMENT
WITH ALL THE HONORS OF WAR

"It followed the fortunes of the corps afterwards to England, Jersey, the Isle of Wight, New South Wales and India.

"Here the Masonic Lodge, which appears to have been all along the custodian of the sacred volume, ceased working in the year 1827. The Bible and jewels were brought to England along with the regiment in 1833, when the lodge was revived under the mastership of Colonel W. Lacy, who was followed in the chair by Colonel Catly.

"About a dozen years ago, when the regiment was quartered in Bermuda, the case was opened to display the book to some guests, when unfortunately a page which contained the signature of General Washington mysteriously disappeared. Margoliouth, a distinguished Masonic authority, gives it as his opinion, that although there is no written testimony to the effect that the Father of his Country was obligated on this book, yet as the statement has been handed down from Mason to Mason, there is little doubt that such is the case. It may be mentioned that Lodge No. 4, in Fredericksburgh, is in possession of a Bible on which Washington is stated to have taken at least one degree, and there is besides this another volume, which was carried in a Masonic procession in Washington, D. C., on February 22, 1885, which lays claim to a similar honor.

"The Bible, which is about ten by twelve inches, is handsomely bound in purplish brown morocco, covers and back, being richly stamped in gold with Masonic emblems, the title and motto of the lodge, the regimental number, etc., etc.—Yours, etc.,

"December 15, 1891. R. STEWART PATTERSON."[1]

[1] The task of securing photographs of this Bible has been one of much difficulty; and only for the interested co-operation of Rev R. Stewart Patterson could it ever have been accomplished. My last letter to him, urgently requesting him to make another effort to secure the pictures, reached him only twenty-four hours before the departure of the regiment for new quarters. But the Bible was fortunately not yet packed for the journey. Mr. Patterson writes: "The following morning, immediately on my return to Pembroke Dock, I went to the barracks and saw Captain Harvey, the mess president. He told me that he had directed that the book should be packed, and that although several photographers and others had requested that they should be permitted to take photos of the volume, the colonel and officers had always declined, as they did not wish the book to be taken out of barracks, for on one occasion, when in Bermuda, about a dozen years ago, the page containing Washington's signature had been abstracted. However, as a personal favor they would let me have the photo provided it was done at once and in barracks. I had my man ready with his camera, and the Bible being handed over to the care of a subaltern of the regiment, it was taken down to the station hospital and photographed." It may be added that branches of the West family came from Virginia and other points south of New York at an early day. This fact, together with the signature of Washington in the book, is regarded as evidence that the great commander received a degree of Masonry over its sacred pages. It is preserved with the most jealous care by the regiment now possessing it, and accompanies them wherever they may be sent. It has been a rare privilege to connect it intimately with the history of New Bedford.

Still pursuing a southern course through Fairhaven, the invaders next destroyed a store situated directly across the road from the present residence of Edward A. Dana. The building was filled with West India goods. Close by the present residence of George H. Taber was a school-house that was next burned by the invaders. Mr. Taber states that his grandfather, Bartholomew Taber, whose house was a short distance northward, heard an officer give the command, "give me a match," and in a few minutes the school-house was wrapped in flames.

Down the road (now Adams street) they pushed on, and soon Zeuriah Wood's house was set on fire. The family had fled to the woods for safety, and when they returned their dwelling was in ruins. A one-story house was afterward erected on the same spot, to which a second story was added in 1807; and in 1838 an addition was built on the north side. The house is still standing and is occupied by descendants of the family.

On the east side of the Sconticut Neck road, about a mile from the entrance of the Mattapoisett thoroughfare, is located one of the most ancient and interesting houses now standing, and one of the very few that date back to the times of which we are writing. It is very much dilapidated and quite dependent for support upon the massive floor timbers and the immense stone chimney that occupies the center of the structure. The latter is a curious specimen of the chimney building of our forefathers, and stands after all the years as perfect as when first erected. The shell mortar with which it was cemented holds it with a grip of iron. The chimney is nine feet square at the base and about five at the top, which is finished with imposing cap-stones. Spacious fire-places open on the north and east sides, and the ovens on all sides seem sufficient to cook provision for a small army. In Revolutionary days this house was the home of John West, whose son-in-law, Achus Sisson, a rabid Tory, was obliged to leave here and take up his residence in the British provinces until after the war closed. The elder West provided in his will an ample maintenance for his daughter, but excluded the Tory from any benefit under it. Sisson eventually returned to Fairhaven, and George H. Taber says he remembers him as a gray-haired old man, who taught school in the academy for a time. The latter building is still standing and is owned by the heirs of the late John A. Hawes. Mr.

West left this and other property to the New Bedford Monthly Meeting of Friends for the benefit of the industrious poor of the township.

This ancient house was the last one visited by the British soldiers during the invasion. They here very properly gave an exhibition of the bayonet exercise so rigidly insisted upon by Sir Charles Grey—they killed a pig.

About a mile below, on the western shore, was the place of embarkation, on land now owned by Daniel W. Deane. Here the British army encamped until Monday morning. The official dispatches of General Grey state that all were re-embarked on Sunday, September 6, but they did not set sail until Monday, as the wind was southwest and light. Sixteen prisoners were taken on board to exchange for the same number of British soldiers. Among these was one of the Delano family, who was treated with great kindness. He spoke of General Grey as an old man, but hale, active, and of engaging manners. The general said in his dispatches:

"The wind did not admit of any further movements of the fleet on the 6th and 7th than hauling a little distance from the shore. Advantage was taken of this circumstance to burn a large privateer ship on the stocks, and to send a small armament of boats, with two galleys, to destroy two or three vessels, which, being in the stream, the troops had not been able to set fire to."

This was the expedition that came up the river on Sunday evening, September 6. The enemy had been keenly watched and their landing north of Fort Phœnix was no surprise, for the minute men had been gathering from the surrounding towns during the Sabbath, and there must have been a force of several hundred, judging from pay-rolls that are in existence. The colonel in command of this force is described as a feeble old man, unequal to the emergency at hand. He announced to the militia that it would be useless to make any defence of the village. This had a paralyzing effect upon the soldiers, and the whole town of Fairhaven would have been left to the ravages of the British but for the timely and heroic action of Maj. Israel Fearing, of Wareham. He gathered around him a large number of volunteers and placed them in good position to meet the enemy, who were seen approaching up the bay. The landing was made about 8 o'clock in the evening, and the militia, whose presence was unknown to the British,

were secreted in position to do effective service. But the action of some of their officers and the firing of several buildings by the British as they advanced towards the point where the militia were posted demoralized the latter and they would have fled ignominiously but for the determined action of Major Fearing. He placed himself in the rear and declared he would shoot every man who attempted to desert. Making a thrilling appeal to their manhood he changed their fright to something akin to courage, and under his inspiring command the soldiers presented a bold front to the enemy, now at close quarters. At the signal a tremendous volley was poured into the British ranks. The tide of victory was turned and the enemy fled in disorder, took to their boats, and made good time to the ships in the lower harbor. On Monday the British fleet sailed away to Martha's Vineyard and Falmouth, where many American vessels were destroyed and money and cattle taken.

Padanaram did not escape the attention of the British, for on Sunday morning barges loaded with soldiers were sent to that village and several houses were burned. Most of them belonged to the Aikin family, who were enthusiastic supporters of the American cause, and had been instrumental in expelling Richard Shearman, Eldad Tupper, and William Castle from the vicinity. Tradition says that it was information from these men that caused the property of the Aikins to receive the special attention of the enemy. The first two named are credited with acting as pilots to the squadron.

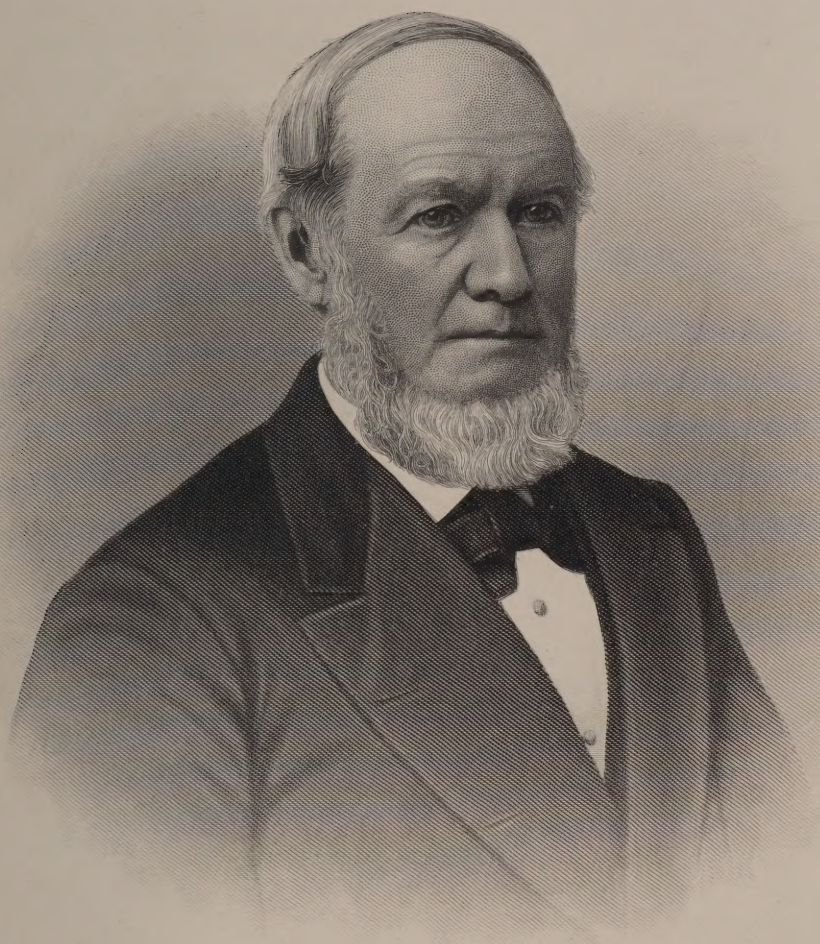
The suffering and want that followed in the footsteps of this disastrous event are indicated by the action of the General Court in 1780. An appropriation of £1,200 was made for the relief of the sufferers. Following is a list of persons to whom the selectmen allowed portions of the £1,200, allowed to the sufferers by the enemy September 5, 1778, at Bedford, and paid by Col. Thomas Kempton: Sylvanus Allen, Sylvanus Allen, jr., Walla Adams, James Akin, Betsey Cathel, widow; Uriah Dunham, John Gerrish, Samuel Hawes, Sarah Kempton, widow; Lemuel Mendal, Anna Mot, Stephen Merrihew, Mary Negus, Shoebal Peas, Joseph Rotch, Abigail Samson, Reliami Summerton, George Whippe, Timothy Ingraham, John Wait, Sarah Shearman, Seth Reed, Oliver Price, Benjamin Taber, Experience Tripp, George Wrightington,

Griffin Barney, Eleazer Hathaway, Micha Hathaway, Gamaliel Briant, Thomas Boland, Freeman Taber, Ephraim Annibal, Elihu Akin, James Chandler, Charles Church, Sole Cushman, Venture Child, Joshua Doune, Martha Hamblin.

One of the most interesting documents found in connection with this event is the detailed statement of Joseph Tripp, who was evidently a well-to-do citizen, of articles lost and damaged by the enemy. Besides its interest in relation to the invasion, it also gives an idea of what constituted the outfit of a household at that time. It is as follows:

"Memorandum of articles lost and damages sustained by the enemy on their expedition to Dartmouth, September, 1778, viz.:.

	£	s.	d.
1 Silk Damask gound,	32	0	0
2 Silk Lute String gounds,	58	0	0
1 pergan do.	12	0	0
1 Chime do.	15	0	0
1 Linnen do.	9	0	0
1 Red Brod Cloth Cloak,	9	10	0
1 Pair Stays,	6	12	0
1 Holland Handkerchief,	1	0	0
1 Lawn do.	1	5	0
1 Barcelona do.	0	18	0
3 Holland aprons,	6	15	0
Underlining & 1 pair Silk Mitts,	6	0	0
1 Superfine Broade Cloth Coat,	36	0	0
1 Superfine Broade Cloth Jacket,	15	0	0
1 Silk Damask Jacket,	15	0	0
1 fustin Coat & 1 pair Linning Bretches,	2	8	0
1 Pair Lether Bretches,	12	0	0
1 Great Coat and a par Silk Stockings,	18	0	0
1 Par Cotton Stockings & a par Gloves,	4	11	6
1 Cotton Coverlid,	12	0	0
1 Complete Set Dammask Curtins, Except Valants,	90	0	0
1 Large Dammask Table Cloth,	9	0	0
3 Large Dammask Napkings,	4	10	0
1 Large Diaper Table Cloth,	3	12	0
4 Diaper Napkings,	3	0	0
2 Small Diaper Table Cloths,	4	10	0
½ yard Spring Satting and 1 yard Tammey,	3	12	6
2½ yards worsted Cloth,	1	10	0
3 Bolster Cases,	3	12	0
18 Table Knives & 12 forks,	6	0	0



Engd by H.B. Hall's Sons, New York.

Lawrence Grinnell

1 Hard Mettle Tea pot & 1 Earthen do.,	2	8	0
18 Delf ware plates,	5	8	0
1 Coffee Pot & Large China Cream pot,	1	10	0
2 Earthen Milk pots,	0	12	0
2 China Tea Cups & Saucers,	0	18	0
5 Cups & 5 Caucers Yellow ware,	0	16	0
1 Copper Sauce pan & 1 par Snuffers,	1	10	0
1 Dubble flint Vinegar Crute,	0	10	0
5 Wine Glasses,	1	1	0
1 Shoe Brush & 1 Buckle,	0	15	0
1 par Wool Cards & 2 yards Check Linning,	3	10	0
1 Serenet Bunnett,	1	0	0
2 Linning Skirts,	4	0	0
1 Tamey Skirt,	4	0	0
2 Stripe Cotton Skirts, 2 Check do.,	6	0	0
1 White Skirt and par Silver Knee Buckles,	4	10	0
1 Stone Ring and par Jewil Drops.	7	10	0
1 Small trunk with papers,	2	5	0
3 flannel Sheets,	6	0	0
3 cotton do., and 5 Pillow cases,	18	0	0
Damage Red Cedar Desk,	10	0	0
1 pistol and a glass tankard,	3	18	0
Schooner Burnt damage,	100	0	0
	£589	6	0
Errors excepted.			
A case Razors and papers and sundry other articles,	10	14	0
	£600	0	0

Bristol, ss., Jan. 5th, 1779.

Then personally appeared Joseph Tripp and made oath to the truth of the above acct before me. Edw. Pope, Just. Peace."

Let us now for a moment contemplate the condition of the township after the English had left it. Warehouses, shipyards, ropewalks, and stores, that had given employment to the inhabitants; dwellings and barns, the property of loyal citizens who had in their love for liberty dared to avow themselves open enemies of the British crown; the fleet of seventy ships, numbering nearly as many as to-day lie at our wharves, most of them creations of the skill of Dartmouth citizens, all these in one single night were offered up in flame and smoke, Dartmouth's contribution to the price paid for American independence. What hopeless despair must have taken possession of the people, as

they began to understand the extent of the disaster! When they saw the wrecks of the splendid fleet that represented the business enterprise of the town, lining the shores on both side of the river, deep must have been their sorrow; for all knew that the community was literally crushed out, and with it, for a time, the courage and energy of the men who had been the leaders in its prosperity.

Fort Phœnix, destroyed by the British troops, must have been rebuilt soon after the invasion. This is indicated by the following extract from a letter written by Jabez Delano to William H. Waterman, April 17, 1874. In response to inquiries regarding the fortification, he says:

"Isaac Drew, the father of the late Joshua Drew, related in my hearing the following: 'I had occasion to go to Fort Phœnix on the evening following the dark day, (which occurred May 19, 1780). The night was as much darker than ordinary as the day had been. I could not see my hand before me, nor discern anything whatever. I found the fort through my perfect familiarity with the road. It was then garrisoned by 100 Continentals.'"

We find in the same letter the following interesting statement:

"Royal Hathaway stated that Benjamin Dellingham was captain and his father, Elezer Hathaway, was lieutenant of the company that built Fort Phœnix, and his impressions were that it was begun previous to the battle of Bunker Hill, June 17, 1775, and that it was about two years in building."

Mr. Hathaway also stated that there were eight companies of soldiers from the township of Dartmouth, and that his father succeeded Captain Dellingham in command of one of them and was stationed at the fort.

Judging by rolls that are still in existence, it is reasonably sure that Dartmouth township furnished at least 500 men for the army during the last great struggle for liberty. She must also have had a large number of seamen in the naval service. Our township was in the front rank of the battles fought by the colonies. There were Tories in Dartmouth, certainly, and so there were in Boston; indeed the aristocracy of that town was never in full sympathy with the cause. New York was a hot bed of Toryism, and the same may be said of Newport, Philadelphia and Baltimore. All over the land there were men who never lost their love for the home government, and it would have been strange if Dartmouth did not have her proportion of such. It is a

grievous wrong, however, to class the Society of Friends with the Tories. Their non-resistance does not prove them traitors. Just so far as their religious principles permitted, they were friendly to the American cause. They could not bear arms and at the same time be true to the principles of their religious faith.

In closing this account of our local Revolutionary history, it is perhaps proper to state that it has been compiled with all possible care, from records that were very incomplete, and in many cases from the reminiscences of aged people who are even now beyond the reach of the living.

CHAPTER X.

FROM 1779 TO 1810.

Town Proceedings During and After the War — Prices of Provisions — The Quakers in Relation to the War — Incorporation of the Town and First Officers — Division of the Town — Opening of Streets — The Small-pox — Measures for Its Extermination — The First Newspaper — Early Advertisements — Primitive Modes of Travel — Difficulties of Early Maritime Operations — Public Events of the Period.

THERE seems to have been but little public business transacted by the authorities of Dartmouth between the years 1776 and 1779, excepting the regular election of officers; and possibly for one or more years even this may have been omitted. Attached to the warrant calling the town meeting for 1779 are the names of Aulden Spooner, Thomas Kempton, Benjamin Russell, jr., and Job Almy as selectmen, and as these were not the ones chosen in 1776, it would seem that there must have been a town meeting in 1778. In 1779 the town chose Jonathan Taber, Nathan Richmond, Robert Earl, Jireh Willis, Gamaliel Bryant, Obed Ney (Nye), John Taber, Paul Ingraham, Elihu Gifford, Benjamin Babcock, Elisha Russell, Henry Soul and Stephen Davis a committee of safety, correspondence and inspection. This committee was empowered to furnish all the men called from the town for the de-

fense of the country. In 1777 the General Court passed the monopoly act, intended to prevent monopoly and oppression. It authorized the towns to fix certain prices on staple commodities, which prices could not be exceeded by those having such goods for sale without breaking the law and thus rendering themselves liable to arrest and their goods to confiscation. In 1779 the selectmen of Dartmouth prepared such a list. Some of the prices were as follows:

	£	s.	d.
Good merchantable imported wheat, per bushel,	0	7	6
Indian corn, per bushel,	0	4	0
Good fresh pork, well fatted, per pound,	0	0	4½
Men's best shoes, made of good neats leather, per pair,	0	8	0
Imported salt, per bushel,	0	10	0
Good West India rum, per gallon by the hogshead.	0	6	8
Good New England rum, per gallon,	0	3	10
Best Muscovado sugar, at the place where it is first landed, per lb.	0	0	8
Good English hay, per ton,	4	10	0
Horse-keeping with good English hay, per night, or 24 hours,	0	2	0
The best broadcloth manufactured in this town, per yard,	0	14	0
Mowing and reaping and other labor, from 25th March to last of September, per day,	0	3	6
Good coffee, per pound,	0	1	4
DIET AT PUBLIC HOUSES.			
For a dinner of boiled and roasted meats and sauce, equivalent,	0	1	4
A common dinner,	0	1	0
A common supper and breakfast, each,	0	0	10
A night's lodging,	0	0	4

At the annual meeting in March, 1780, Robert Bennet 2d, William White, Jirah Swift, jr., Thomas Kempton, and Thomas Crandon were chosen a committee to supply the soldiers' families during the ensuing year. It was voted at a town meeting held October 14, of the same year, that 1,057 pounds and sixteen shillings, silver money, be raised by way of tax on the inhabitants of the town by the 25th of December of that year, "to be paid to the committee who shall be chosen for purchasing the town's proportion of beef, sent for by the General Court to supply the Continental army," and "the overplus of said sum (if any), when said beef is paid for, to be paid into the town treasury."

The ship *Bedford*, Captain Moores, belonging to William Rotch, jr., who at this date lived in Nantucket, sailed for London with a cargo of

oil in February, 1783. She arrived in the Downs on the day of the signing of the treaty of peace, and was the first to display the American flag.[1]

At a monthly meeting of the Quakers of Dartmouth, held in 1783, a petition was prepared and presented to the selectmen and other officers of Dartmouth, requesting that "no more publications of political or military matters be set up or posted up on their meeting-houses." Also that notices of marriages should not be posted upon their meeting-houses. The petition states at length that the quarterly and yearly meetings, to which the Quakers were subordinate, recommended that all such publications were disagreeable to the society, and that all or many of them were "such as their religious principles enjoin them to have no concern with," etc.

The town of New Bedford was incorporated in 1787, and at the first town meeting, held in the Congregational meeting-house, March 21, completed an organization and elected officers as follows: Selectmen, John West, Isaac Pope, William Tallman; clerk and treasurer, John Pickens; assessors, Bartholomew Aiken, Joseph Taber, Thomas Kempton; surveyors of lumber, Benjamin Taber, Benjamin Dillingham, Bartholomew Aken,[2] Jethro Allen; inspector of fish, Peleg Huttleston; constable and collector, northwest district, Gamaliel Bryant; northeast district, Samuel Bowerman; southeast district, Joseph Damon; southwest district, Abishar Shearman; Robert Bennit, sr., Paul Wing, Job Jenne, Elisha Cushman, northeast district; Barnabas Russell, Caleb Russell, sr., Jireh Willis, southwest district; Samuel Hathaway, of Sconticut, William Dexter, Joseph Damon, James Kempton, Benjamin Church, Bartholomew Aiken, southeast district; John Chaffee, Christopher Hammond, William White, William Andrews, northwest dis-

[1] "The ship *Bedford*, Captain Moores, belonging to Massachusetts, arrived in the Downs on the 3d of February, passed Gravesend on the 3d, and was reported at the Custom House on the 6th inst. She was not allowed regular entry until some consultation had taken place between the commissioners of the customs and the Lords of Council, on account of the many acts of Parliament in force against the *rebels* of America. She was loaded with 487 butts of whale oil, is American built, manned wholly by American seamen, wears the rebel colors, and belongs to the Island of Nantucket, in Massachusetts. This is the first vessel which has displayed the thirteen rebellious stripes of America in any British port. The vessel is at Horseledour, a little below the Tower, and is intended to return immediately to New England."—*Barnard's History of England.*

[2] The reader will notice that in many cases in this work names are spelled in more than one way. Such is not the case, however, except in transcriptions from records, which it is considered advisable to take literally. In some few instances families have changed the spelling of their name.

trict; wardens, Maj. George Claghorn, Capt. Benjamin Dillingham, Isaac Drew, Amos Simmons; tithingmen, Zadok Maxfield, William Allen, Pardon Taber; fence viewers, Samuel West, Silas Sweet, Stephen Taber, Henry Jenne; cullers of staves, Daniel Ricketson, John Shearman, Benjamin Dillingham; hog reeves, Sampson Spooner, Samuel Tupper, jr., Gilbert Bennit, Daniel Smith, Seth Hathaway.

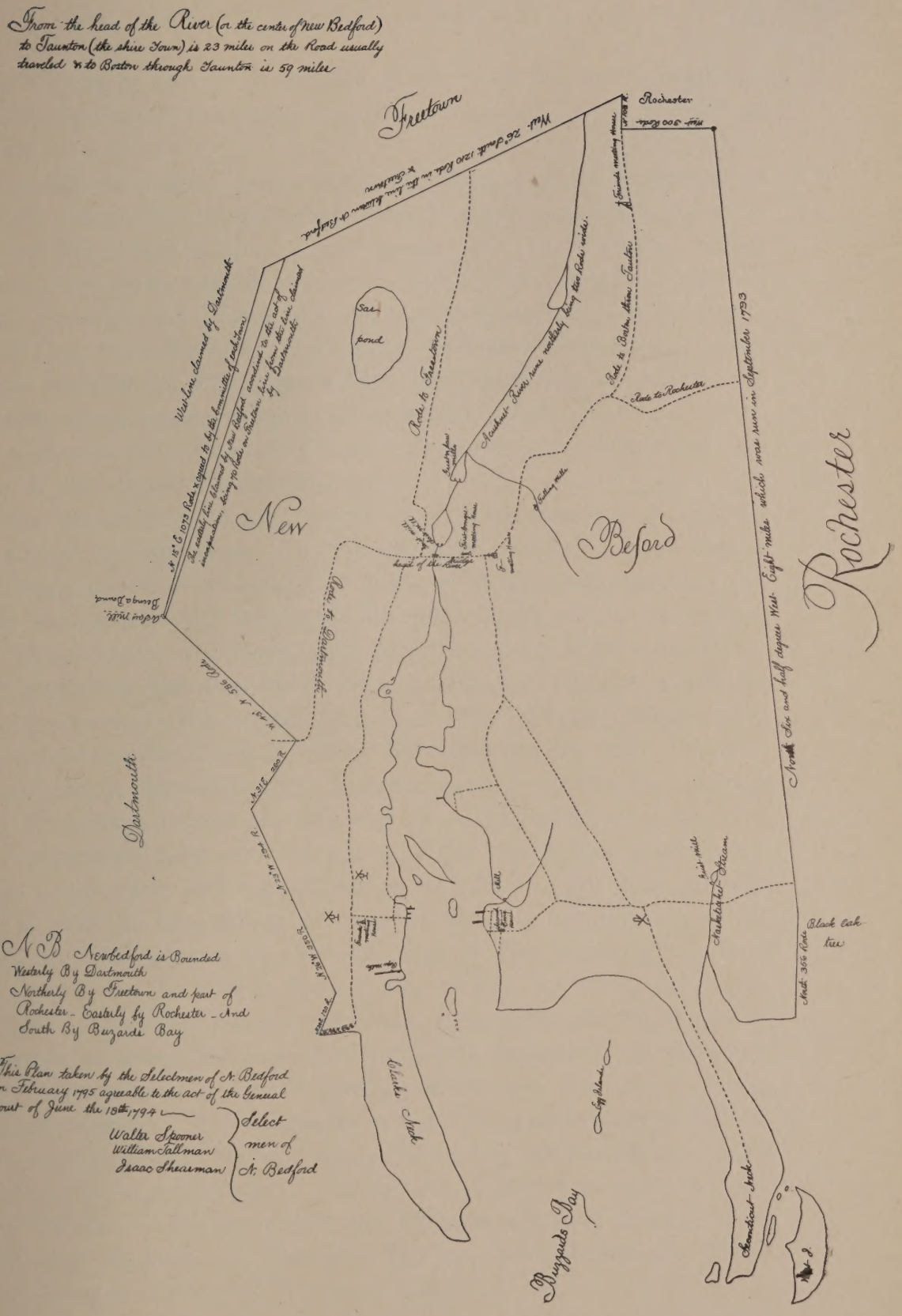
The four districts above alluded to, into which the town was divided, were made up of the sections separated north and south "by the harbor and river, and east and west by the highway, beginning in the line between this town and that of Dartmouth, at the bridge about twenty rods eastward of the house where James Peckham, deceased, last dwelt, and leading easterly to the bridge at the Head of said harbor and thence still easterly by the dwelling house of Hannaniah Cornish to Rochester line."

In the records of the proceedings of this first town meeting are the following items which possess some degree of interest: That "there be one person employed as a town schoolmaster;" that "the wages of selectmen, assessors and others employed, shall be four shillings per day;" that "the Hering Fishery at the head of Acquisnot Harbor be inspected and see what will be proper to be done in respect to opening the dams &c., to facilitate the passage of Alewives up the River;" that "John Pickens (town treasurer), as soon as money sufficient therefor comes into the town treasury, shall purchase a Rhiem of paper for the purpose of making Books convenient for the Records and Accompts of s'd town."

A petition was prepared this year by a large number of inhabitants of "Acoakset" village in the town of Westport, praying that, as that portion had been set off from the town of Dartmouth, the residents therein be excused from paying any of the back taxes, and from working the highways in Dartmouth. On the 15th of September this petition was granted by Dartmouth.

The town cast its first vote for governor of the State as follows: James Bowdoin, forty-one; John Hancock, 171. Three hundred and twenty pounds were assessed on the "polls and estates for the repair and amendment of the highways."

In the following year (1788) an additional section of North Water



NEW BEDFORD IN 1795.

street, the easterly portion of Middle street, from the above highway, and North Second street from Middle street north, were opened as highways.

During this year small-pox visited the town, and its ravages were sufficiently serious to demand public action. At the town meeting held June 10, it was voted to build a pest-house "26 feet in length, 16 feet wide, and 7 feet posts, with double floors below and single floor above." A chimney was placed at one end, with a fire-place, and a room partitioned off from the other end. Two glass windows were provided. The house was located on Ebenezer Willis's land, and he was allowed six shillings for every person taken into the house. The question whether the town should take the matter of inoculation into consideration and act upon it was decided in the negative.

In 1790, Water, Middle, and a portion of Main streets in Fairhaven were accepted as highways. In 1791 the road on Clark's Point and in the following year that on Sconticut Neck, were also accepted.

In the last named year the small-pox again broke out in the village, with results far more distressing and fatal than those of four years earlier. It was about this time that inoculation was heralded as a remedy for this pestilence. Its introduction met with violent opposition in many parts of the country and often with disastrous results. This was especially true in New Bedford. In response to a petition signed by a number of citizens, a town meeting was called "to take into consideration the request for establishing an hospital for inoculation of the small-pox under such rules and regulations as may be thought best, and act and do at said meeting whatever may be thought proper to prevent its spreading in a natural or unlawful way." The meeting was held July 31, 1792, and the vote in favor of the hospital stood eighty-five to sixty-eight. A series of rules, regulations, and orders recommended by a committee, of which William Rotch, jr., was chairman, was adopted, making ample provision for the care of patients and for their isolation from other persons. Physicians, nurses, and a superintendent for the hospital were provided for, and apparently every precaution was taken to check the contagious disease. Following are the names of the committee: William Rotch, jr., chairman; Thomas Hazard, Lemuel Williams, Robert Bennett, jr., Gamaliel Bryant, John Howland, Alden Spooner, Eleazer Hathaway, Ebenezer Keen.

The committee recommended that the hospital be erected on West Island; but at a town meeting held October 22, it was voted that four houses located in different parts of the town should be selected for inoculating hospitals. This action seems to have been unwise and disastrous. Had the plan of the committee been adopted, the disease could probably have been controlled by isolation and the rigid enforcement of the regulations. The malady was introduced into the town in the month of September by the very means that had been chosen to prevent it. The weather at this season, together with other local causes, was favorable to the development of the disease in its most malignant form. It spread with great rapidity and with alarming results. About 100 persons died from the disease.

It should be remembered that this was before the discovery of vaccination, and those who submitted to inoculation were forced to experience the dread disease with all its attendant suffering and evil effects. The only favorable result expected for the inoculated was that the patient could be better nursed and more humanely cared for in the hospital than elsewhere. In 1796 vaccination robbed this pestilence of most of its horrors. Among those who died of small pox between September, 1792, and January 1, 1793, are the following: Widow Dorothy Phillips and son John, Nathaniel Farr, Experience Pease, Polly Pease, Eunice Done, Phebe Jenne and son Silas, Thankful Pope and child Eunice, Jonathan Delano, Desire Taber and child, Edward Foster, Anna Russell, Phebe Kempton, Jonathan Smith, Lemuel Hathaway, Antipas Taber, James Sherman, a child of S. Proctor, jr., a child of Benjamin Drew, a child of Jonathan Jenne, a child of Abraham Russell, a child of Col. Edward Pope, a child of Asa Sherman, a child of Benjamin Howland, and a child of Humphrey Hathaway.

The Medley or New Bedford Marine Journal.—The first newspaper published in the town was issued Tuesday, November 27, 1792. It was printed and published by John Spooner at his office near Rotch's wharf. A detailed description of this early paper may be found in the chapter devoted to the press. The editor announces, "by request of several gentlemen and for the information of the public," that "the street beginning at the four corners and running west is distinguished and known by the name of Union street, the street running north from

said four corners, North street, the street running east, Prospect street, and that running south, Water street." [1]

Advertisements were inserted "not to exceed twelve lines, three weeks for four shillings." Among the advertisers were William Rotch, jr., sail cloth, cordage, and general merchandise; Caleb Greene, book binding in its several branches, school and account books, inks, etc.; John Spooner, books, including bibles, testaments, hymn books, poems, histories, etc., any of which would be exchanged for clean cotton and linen rags, old sail cloth or junk; Joseph Damon offers for sale a large well-built vessel, just launched, 59½ ft. keel, 22⅓ ft. beam, etc.; Joseph Ricketson, cutlery, hardware, etc; Joseph Clement, compass maker.

In 1798 the *Columbia Courier* was printed and published every Saturday by Abraham Shearman, jr., at the four corners. Among the business advertisers were Peleg Howland, European and West India goods; Caleb Greene & Son, drugs and medicines; William Ross, dry goods; Jeremiah Mayhew, dry goods, carpets, china and crockery-ware; Howland Hathaway, European dry goods, teas and flour; Henry Dean, Indian cotton; Abraham Shearman, jr.,.books and stationery, school books and almanacs; Daniel Ricketson & Son, dry goods, broadcloths, hardware, etc.

The postal facilities and traveling methods of our forefathers are indicated by the fact that, in 1793, a post route was established by Samuel Sprague from New Bedford to Barnstable, by way of Rochester, Wareham, and Sandwich, and returning through Plymouth and Middleboro. Weekly communication with Boston was maintained by William Henshaw's stage, that left New Bedford every Tuesday morning at 9 o'clock, arriving in Taunton the same evening; leaving the latter town on Wednesday morning, the traveler arrived in Boston in time to dine at Colonel Coleman's Bunch of Grapes tavern. Returning, the stage left Boston every Friday morning at 9 o'clock, and Taunton on Saturday, arriving in New Bedford in time for dinner. The fare was three pence per mile.

[1] Union street during the period of the American Revolution was known as King street. North street mentioned above is now known as North Water street. Prospect street is a continuation of Union, and Water street is known as South Water street.

Abraham Russell ran a stage to Boston *via* Middleboro and Bridgewater. On account of the advanced price of every article used in the stage business, Mr. Russell, in 1794, increased the charges to $3 for each passenger trip to Boston.

The close of the Revolutionary War, in 1783, found the village of Dartmouth slowly recovering from the terrible scourging administered by the British army in 1778. The men of enterprise and capital began to push their business schemes; shops, warehouses, and wharves became busy with the fitting of vessels for merchant and whaling voyages, and but a few years elapsed before a goodly fleet was again on the ocean. But the difficulties that beset the American nation at the beginning of its existence were deeply felt by the towns and cities devoted to maritime pursuits. Benjamin Franklin said, "That the war that ended with the surrender of Cornwallis at Yorktown was only the war of the revolution, and that the war of independence was yet to be fought." Twenty years after the death of this statesman, the struggle did occur that accomplished the complete recognition of the sovereignty of the nation. The French Revolution of 1789, the Napoleonic wars in the early part of the century, and the reluctant recognition of our rights on the sea, made the intervening years, from the close of the Revolutionary War to the end of the War of 1812, a season of great uncertainty to the floating commerce of the American nation.

The restrictions placed upon the entry of American ships into foreign ports, especially those of England and France, led to the seizure of many of our vessels. This, with the impressment of American seamen, was the prime cause of the War of 1812. The confiscations made by the French government resulted in the French spoliation claims, paid by France to the United States, but never wholly distributed to the rightful owners, who lost their vessels and cargoes during these years of bloody contest in continental Europe. The final payments are even now being made. Our township suffered much from this condition of affairs, and many vessels and much property were lost. One historic incident will suffice to illustrate the difficulties under which the maritime business of Bedford village was pursued in those troubled times, and to show the pluck and daring of the men who conducted these enterprises.

Isaac Howland, who manumitted the last slave held in bondage in

the township, was the owner of several merchant ships that sailed from this harbor. During the closing years of the last century he sent two vessels loaded with New England products to the West Indies. These he consigned to his nephew, Weston Howland (father of Hon. Weston Howland, who related the incident to the writer), who also commanded the largest and fastest vessel. The cargoes were disposed of, and the vessels, laden with West India goods, sailed for New Bedford. Two days out they were overhauled and captured by French war ships. The mates and part of the crews of the brigs were taken on board the French vessels. Prize-masters, with a half dozen French soldiers each, were placed on board the captured ships and ordered to proceed to the nearest French port. The commander, who was navigator, and therefore in full charge, was placed on Captain Howland's vessel, and the other brig was ordered to follow after. The Yankee skipper was not long in discovering that the prize-master was exceedingly fond of gin, with a special weakness for the old Holland brand; and when he had partaken of a liberal supply, he would rest his weary head on the table in the cabin and sleep off the intoxicating draught. One day when enjoying this delightful repose, the companionway of the cabin was gently closed and firmly secured. The half dozen French sailors were made prisoners and securely imprisoned in the forecastle. Captain Howland had worked up the affair with his three Yankee sailors, and soon found himself in command of the quarterdeck. Running down within hailing distance of the other brig, he informed the Dartmouth captain that he had possession and requested him to follow him into port.

The passage in the summer season was eight days long, during which time Captain Howland did not go below or allow himself sleep, beyond what he could get on his feet. The prize-master, who was a powerful, athletic fellow, did not enjoy the situation of affairs when he had recovered from the effects of the old Holland, and made positive objection to the proceedings. The fact of his being locked up in the cabin proved to his disadvantage in the discussion, for Captain Howland declined to make any change. The fractious Frenchman finally subsided under the promise of Captain Howland that, if he behaved himself, no personal harm should come to him. The tedious voyage finally came to an end, the two vessels came up the bay into Acushnet River and were brought

alongside Rotch's south wharf. Considerable excitement was created when the facts were known, and a large crowd gathered on the wharves with the evident design of administering punishment to the Frenchmen. There were securely held in the cabin until after dark, when Captain Howland took them on a stage to Sampson's tavern near Middleboro. Here they were supplied with money and letters to the French consul in Boston, and on the following morning they proceeded on their journey to that city.

Among the events of public and personal character that happened during this period of our local history, the following seem worthy of insertion in these pages:

At a meeting of the Philomathean Society, March 11, 1794, the following officers were elected for the ensuing year: Rev. Dr. West, president; Rev. Lemuel Le Baron, vice-president; Mr. Isaac Tompkins, Dr. Samuel Perry, jr., counselors; John Spooner, secretary; Capt. Jonathan Swift, treasurer.

The emigration of the French, due to the persecution of the Huguenots under Louis XIV. and his predecessors, contributed to the formation of the population of New England. A number of families in New Bedford are descended from these refugees. A curious incident in this connection is the fact that shortly after the Revocation of the Edict of Nantes, a French privateer appeared in Buzzard's Bay and was there wrecked. Those who escaped to the shore were made prisoners of war. One of them was Dr. Francois Le Baron, the surgeon of the ship, who was a Huguenot refugee. He afterwards was given his liberty and the right to a settlement in Plymouth, in gratitude for a very skillful surgical operation which he there performed. It is from him that the Le Baron family is descended, many of whose representatives are now living in New Bedford and vicinity.

During this year (1794) a public pound and workhouse were erected. A bounty of thirty-three shillings was offered by the town to soldiers for frontier service. The street over the milldam in Fairhaven was opened in 1795. Record is made that at this time Bedford village contained 454 houses and 1,313 inhabitants. In 1796 William Rotch deeded the lot of land, on the northwest corner of Purchase and William streets, to the new Congregational society.

Engd by A.H. Ritchie
Photo by N. Gifford

Yours Truly
Arthur Pearson

The twentieth anniversary of American Independence was this year celebrated by the town of Bedford with great rejoicings; and it is recorded that the military honors of the day were performed by the artillery under command of Captain Ayers. The festivities included an instructive oration by Rev. Samuel West, D.D., and a public dinner at which toasts and speeches were in order, accompanied by the discharge of cannon. In 1797 the anniversary was celebrated with the usual parade, the artillery company under Captain Henshaw, performing the military exercises of the day. The oration was delivered by Mr. Jireh Willis "before a large and respectable audience." Patriotic toasts and speeches were offered, and every sentiment expressed evinced that "New Bedford would not be the last to espouse the cause of our country against any encroachments upon her independence, whether from English or French. To speak in fact, they were Columbians."[1]

Washington's birthday, February 22, 1799, was commemorated with great rejoicings; and "the celebration of the American Cincinnatus's birth was accompanied with the Federal discharge of artillery. Federal toasts and Federal harmony ran through the scene, and no misfortune beclouded the general mirth."

Thursday, January 6, 1800, was set apart as a day of public mourning in New Bedford, in memory of General Washington, who died at his country seat in Virginia, December 14, 1799. The news reached the town *via* New York, on December 22, and a handbill issued by the *Courier* announced the fact and gave every particular of the event that had been received up to that date. On the day of the ceremonies, a procession was formed under the direction of Colonels Pope, Kempton, Claghorn, and Captain Bryant. It consisted of the artillery and militia companies, a body of Free Masons,[2] orator, clergy, choir of singers, civil officers, and the school children each with a black ribbon on the left arm. While the procession moved, the bells tolled and minute guns were discharged. The funeral oration was delivered by Rev. John Briggs, of Tiverton. The flags on vessels were set at half-mast during the day.

[1] Columbian Courier.

[2] Probably the Washington Remembrance Lodge, F. and A. M., which was in existence about this time.

The New Bedford Academy, established for the education of both sexes, was opened May, 1, 1800, under the care of Galen Hicks and Miss Sally Cady. Noah Stoddard and Robert Bennett were the committee on behalf of the proprietors. In 1796 the New Bedford and Fairhaven bridge was built. The rates of toll in 1800 were four cents for each foot passenger, twelve cents for each person and horse, twenty-five cents for each chaise or sulky, eighteen cents for each sleigh drawn by one horse, and six cents for each additional horse; thirty-six cents for each coach, phaeton, curricle, or four-wheel carriage for passengers, twenty-five cents for each cart, wagon, sled, or other carriage of burthen, drawn by two beasts; and for the privilege of rolling a wheelbarrow or hand-cart over the bridge, six cents were charged; for the same money, a dozen sheep, swine, cattle or horses, in droves with one driver, could cross this private highway.

On the 4th of July, 1801, a unique military display was made in Fairhaven by the Democrats. It was a reproduction of the assault and defense of Bunker Hill. A broad field with a high hill, in front of Joshua L. Pope's house, was selected as the center of operations, and weeks before the event the people were busy with the preparations. The hill was prepared with masked ramparts, built of plank, behind which the Yankee forces were to resist the attacks of the British. It is recorded that Capt. Noah Stoddard of privateering fame, and an enthusiastic Democrat, loaned his fine horse to the representatives of the British crown for the occasion. The fact occasioned much amusement to the populace, and Mr. Stoddard was the recipient of good-natured chaffing, when his fiery charger appeared on the scene with the attacking party. The British army, not in red coats, but in the homespun of Yankee yeomanry, filed in through the wall in front of Mr. Pope's house. The force on the hill gathered noiselessly by a route in the rear. It was afternoon when, after various marches and countermarches, the attack began, and attack and repulse followed repeatedly, the dead and wounded, in large numbers, lying scattered on the field. At last the hill was stormed with the bayonet and defended with clubbed muskets, until at last the flags of the Pine Tree of Massachusetts retreated down the hill to the frog pond, and the victors took possession. The whole affair was well done, the field and its surroundings resembled

very well the original, and the hill was ever afterwards called Bunker Hill.

During the months of September and October, 1801, a fatal fever prevailed through the town. It excited much alarm, and caused the people to stay closely in their homes. The authorities were alive to the gravity of the situation, and exercised their influence to control the malignant disease. There were eleven deaths in three weeks ending October 1st, most of them from the fever.

The Bedford Bank was organized under an act of incorporation, April 2, 1803, by Thomas Hazard, jr., Edward Pope, and Seth Russel, jr., stockholders. (See later chapter.) The first legal meeting of the Bedford Aqueduct Association, Charles Russell, clerk, was held March 17, 1804. On September 26 of the same year, Joseph Willard, D.D., (LL.D.), president of Harvard University, died at the house of Edward Pope, esq. Belleville road was opened during this year.

An interesting story[1] was related by Capt. John Aikin, for many years an experienced pilot in our harbor, who died in 1885 at the advanced age of ninety-seven years. It touches one of the greatest of naval contests, the battle of Trafalgar, fought October 21, 1805, between the English fleet and the combined fleets of France and Spain.

"I was born in the town of Dartmouth in the year 1788, and was seventeen years old when I sailed in the ship *Ann Alexander*, commanded by Capt. Loum Snow. The ship sailed from New Bedford (her port of departure was New York) for Leghorn, with a cargo of general merchandise consisting of flour, tobacco, salt fish, and apples. Eighteen days out, we fell in with the English fleet off Cape Trafalgar. The different ships were repairing damages which had occurred during the battle with the combined French and Spanish fleets only a few days previous. We had on our deck a quantity of lumber which had been taken on board just before the departure from New York, and was, I believe, the personal property of Capt. Snow. An English officer boarded us and informed our captain that Lord Nelson had been shot through the shoulder and spine, and had died on board the *Victory* a few hours after the battle was over; that Lord Collingwood was the next senior officer in command. We could readily see the effect of the enemy's fire upon the English ships. The men were on the outside of the different men-of-war, repairing the damages which had been done. The English officer returned to the *Victory*, Lord Collingwood's flagship, and soon afterward came back with a request that we let him have our lumber, a quantity of flour, and some of the apples. Our captain agreed, and soon after the boats from the ships came alongside and were furnished with these different articles. The captain was paid for these goods

[1] Related by Captain Aikin to Surgeon George F. Winslow, U. S. N.

in English gold by the fleet paymaster, who came on board and settled the accounts. We squared away for the Straits of Gibraltar and on the following day came up with the new 74-gun frigate *United States* which had recently arrived on this station. They lowered a boat and came alongside. We gave them the news and sent the commander two barrels of apples."

The *Ann Alexander* will live in New Bedford history as the vessel which was afterwards destroyed by an infuriated whale while that ship was on a voyage in the Pacific Ocean, August 20, 1851.

The public spirit and patriotism of the town at this period is revealed in the demonstrations made on Washington's birthday in 1807, when the vessels in the harbor and the flagstaffs about the town were decorated in honor of the event, and a public parade of the artillery company, Capt. John Coggeshall, was made.

The year 1808 seems to have been a patriotic one, for July 4 was notably observed. A grand procession was formed at Nelson's Hotel (located where now stands Ricketson's block), and under the escort of the artillery company, Capt. Coggeshall, and the infantry company, Capt. Samuel Bonney, marched through the principal streets of the town. A grand banquet was served at the hotel for 200 people, and speeches and toasts followed.

A similar celebration was observed in 1809, and a military display was made under the direction of Col. Benjamin Lincoln. The artillery company was under the command of Capt. John Coggeshall, and the infantry under Capt. Thomas Barstow. Fireworks were set off and lanterns displayed.

Through the brief notices of these public events is traced the continued existence of military organizations in the town.

In the 4th of July parade of 1810 the artillery company was under command of Capt. Samuel Stall, and the militia company in charge of Lieut. John Grey. The following, a complete roster of this company, dated January 25, 1810, was obtained through S. D. Horton, of Dorchester, a son of Sergeant Enoch Horton.

MUSTER ROLL OF CAPT. THOMAS BARSTOW'S COMPANY OF FOOT, JANUARY 27, 1810.

Officers.--Captain, Thomas Barstow; lieutenant, Job Grey; sergeants and musicians, Enoch Horton, Robert Weaver, Alanson Caswell.

Rank and File.—George Bliss, Stephen Wing, Zephaniah Winslow, Benjamin Warren, Charles Forbes, Jethro Hillman, William Dalton, Benjamin Simmons, Thomas

Allen, John S. Himes, Samuel Bliss, Jeduthan Cadwell, Jonathan Wirt 2d, John Freeman, Zebedee Booth, Timothy Perry, Charles Allen, Nathaniel Perry, Charles Covell, Benjamin Kempton, John Heffards, Richard Hill, Samuel C. Tobey, David Howland, William Blackmer, Uriah Head, Elisha Knapp, Charles ———, William B. Ellis (appointed quartermaster), John Fuller, Jonathan Howland, jr., Samuel Taber, John Taylor, William Cranston, Nathan Parker, Stephen West, Oliver Crocker, Elijah Wilbour, Martin Orcut, David Wilcox, Stephen Tripp, Timothy Mosher, Richard Randall, Nathan Perry, William C. Nye, Mathew Swain, jr., Stephen Potter, Joseph Dunbar, Thomas Hammond, Jonathan Fuller, David Green, John Sisson, Enoch Butts, Ezra Hathaway, Henry Place, Josiah L. Bliss, Edward Taber (at B. Hills), (one name illegible), Simeon Nash, Nye Holmes, Francis Allen, Ralph Cadwell, David Stowell, Allen Sherman, John Clapp, James Heffards, Thurston Sherman, Nash Decost, Perry Jennings, Francis Smith, Pardon Pierce, William W. Kempton, Thomas Burrill, Smith Simmons, Soloman Cadwell, Philip White, Latham Cross, Benj. Taber (cooper), David Sawdy, James Hathaway, Stephen Howland, William Nash, William Tuckerman, Benjamin Hillman, Charles Gilbert, Gilbert Brooks, George Simmons, John Evans, Clemant Covill.

For the sake of convenient reference, there is presented here a list of the selectmen of Dartmouth and New Bedford, from 1682 to 1811. The original spelling of the records is preserved:

1682, John Rusel, Arthur Hathaway, John Cooke. 1683, John Rusel, Arthur Hathaway, John Cooke. 1684, John Rusel, Arthur Hathaway, John Cooke. 1685, Seth Pope, Jonathan Russell, Thomas Taber. 1686, Joseph Tripp, Seth Pope, Jonathan Delino. 1687, Joseph Tripp, Seth Pope, Jonathan Delino. 1688, Abraham Tucker, James Tripp. 1689, Seth Pope, Jonathan Delino, James Sison. 1692, Thomas Taber, Joseph Tripp, Thomas Brigs. 1693, Thomas Taber, John Akin, George Cadman. 1694, Thomas Taber, Abraham Tucker, George Cadman. 1695, Jonathan Delino, Recompense Kirby, William Soal. 1696, Jonathan Delino, Abraham Tucker, George Cadman. 1697, George Soul, Isaac Pope, Benjamin Howland. 1698, George Cadman, John Tucker, Jonathan Dilinay. 1699, Thomas Taber, Nathaniel Howland, Joseph Tripp. 1700, Eliezer Smith, Thomas Hadaway, Thomas Rogers. 1701–2, Joseph Tripp, William Soul, James Samson. 1701–2, Jonathan Delano, John Tucker, Phillip Taber. 1704–5, William Spooner, Thos. Getchel, Joseph Hix. 1706, Joseph Tripp, Dilliverance Smith. 1708, Joseph Tripp, Deliverance Smith, Thomas Taber, jr. 1709, Joseph Tripp, Deliverance Smith, Thomas Taber, jr. 1710, Jonathan Delano, Joseph Tripp, John Aken. 1711, Thomas Taber, James Tripp, Henry Tucker. 1711–12, John Russell, John Taber, John Tripp. 1713, John Tripp, John Taber, Gersham Smith. 1714, John Tripp, John Taber, Gersham Smith. 1716, Phillip Taber, John Akin, John Taber. 1717, Deliverance Smith, Thomas Taber, jr., George Lawton. 1717, Jonathan Deleno, Nathaniel Soule, John Tripp. 1719, John Akin, Phillip Taber, Thomas Taber, jr. 1720, John Akin, Phillip Taber, Thomas Taber, jr. 1721, John Akin, Phillip Taber, Thomas Taber, jr. 1722, John Akin, Phillip Taber, Thomas Taber, jr. 1723, John Akin, Berriah Goddard, Jacob Taber. 1725, John Akin, Phillip Taber, Jacob Taber. 1726, John Akin,

Phillip Taber, Jacob Taber. 1727, Beriah Goddard, Isaac Howland, Jacob Taber. 1728, Beriah Goddard, Henry Howland, Stephen West, jr. 1729, Beriah Goddard, Henry Howland, Stephen West, jr. 1730, Jacob Taber, Timothy Shearman, Isaac Wood. (These refused to serve). 1730, John Tripp, Beriah Goddard, James Howland, Stephan West, jr. 1731, James Howland Stephan West, jr., John Tripp. 1732, Stephen West, jr., James Howland, John Tripp. 1733, John Tripp, James Howland, Benjamin Allen. 1734, Jacob Taber, John Tripp, John Akin. 1735, John Tripp, Joseph Tucker, Benjamin Allen. 1736, Benjamin Allen, Joseph Tucker, Isaac Wood. 1737, John Tripp, Holden Slocum, Benjamin Allen. 1737–8, Nathaniel Soul, Holder Slocum, Benjamin Allen. 1739, Benjamin Allen, Holden Slocum, Nathaniel Soul. 1740, Capt. Samuel Willis, James Allen, Jonathan Sisson. 1741, John Tripp, Humphry Smith, Stephen West. 1742, John Tripp, Humphry Smith, Stephen West, jr. 1743, Jedediah Wood, Jonathan Taber, Humphry Smith. 1744, Moses Mendal, Humphry Smith, James Tripp. 1745, Jedediah Wood, Humphry Smith, Moses Mendall. 1746, Humphry Smith, Jedediah Wood, Jonathan Taber. 1747, Humphry Smith, John Soul, Jonathan Taber. 1748, Capt. Lemuel Pope, Humphry Smith, Jedediah Wood. 1748–9, John Wing, Jedediah Wood, Richard Peirce. 1748–9, Peleg Hudlestone chosen in place of Jedediah Wood, who refused to serve. 1750, Humphry Smith, Jedediah Wood, Thomas Hathaway. 1751, Thomas Hathaway, Benjamin Akin, Jonathan Sole. 1751, John Shepherd and Jirah Swift were chosen in place of Thomas Hathaway and Benjamin Akin, who refused to serve. Jedediah Wood was chosen in place of Jonathan Sole. 1752, Capt. Nathaniel Sole, Pelig Smith, Jirah Swift. 1753, Jethro Delano, Jirah Swift, Capt. Nathaniel Sowle. James Allen chosen in place of Jethro Delano, who refused to serve. Peleg Smith was chosen in place of James Allen, refused to serve. 1754, Richard Cornal, William Hart, Thomas Hathaway. 1755, Jireh Swift, John Soule, Benjamin Akin. 1757, Jireh Swift, John Soule, Benjamin Akin. 1757, Jethro Hathaway, Christopher Cadman, Holder Slocum. 1758, Humphry Smith, Jireh Swift, Christopher Cadman. 1759, Humphry Smith, Christopher Cadman, Walter Spooner. 1760, Humphry Smith, Christopher Cadman, Walter Spooner. 1761, Humphry Smith, Walter Spooner, Ezekell Cornell. 1762, Humphry Smith, Walter Spooner, Ezekell Cornell. 1763, Humphry Smith, Walter Spooner, Ezekell Cornell. 1764, Humphrey Smith, Walter Spooner, Ezekell Cornell. 1765, Humphry Smith, Walter Spooner, Daniel Wood. 1766, Walter Spooner, Daniel Wood, Giles Slocum. 1767, Walter Spooner, Daniel Wood, Giles Slocum. 1768, Walter Spooner, Daniel Wood, Giles Slocum. 1769, Walter Spooner, Daniel Wood, Giles Slocum. 1770, Walter Spooner, Giles Slocum, William Davis. 1771, Walter Spooner, Giles Slocum, William Davis. 1772, William Davis, John Wady, Seth Russell. Giles Slocum Chosen in pl. of John Wady. 1773, Jabez Barker, jr., William Davis, William Tallman. 1774, Jabez Barker, jr., William Davis, William Tallman. 1775, Jabez Barker, jr., William Davis, William Tallman. 1776, Jabez Barker, jr., William Davis, William Tallman. 1777, Jabez Barker, jr., William Davis, William Tallman. 1778, Aulden Spooner, Thomas Kempton, Benjamin Russell, jr., Job Almy. 1779, William Davis, Richard Kerby, Benja. Russell, jr., Maletiah Hathaway, Thomas Kempton, Aulden Spooner, Benjamin Church. 1780, Richard Kerby, Benja. Russell, Alden Spooner, William Davis, Thomas Kemp-

NEW BEDFORD IN 1810.

ton, Melatiah Hathaway. 1781, Benjamin Russell, Pardon Cook, William Davis. 1782, Edward Pope, Jabez Barker, Stephen Peckcom. 1783, Ebenezer Willis, Stephen Peckcom, Jabez Barker. 1784, Ebenezer Willis, Stephen Peckcom, Jabez Barker. 1785, Ebenezer Willis, Stephen Peckcom, Jabez Barker. 1786, Ebenezer Willis, Henry Smith, William Almy. 1787, John West, Isaac Pope, William Tallman. 1788, Walter Spooner, William Tallman, Stephan Hathaway. 1789, Walter Spooner, William Tallman, Stephen Hathaway. 1790, Walter Spooner, William Tallman, Stephen Hathaway. 1791, Walter Spooner, William Tallman, Stephen Hathaway. 1792, Walter Spooner, William Tallman, Stephen Hathaway. 1793, William Tallman, Ebenezer Keen, Bartholomew Aikin. 1794, Walter Spooner, William Tallman, Isaac Shearman. 1795, Walter Spooner, William Tallman, Isaac Shearman. 1796, Walter Spooner, William Tallman, Isaac Shearman. 1797, Alden Spooner, William Tallman, Isaac Shearman. 1798, Alden Spooner, William Tallman, Joseph Bennett. 1799, Alden Spooner, William Tallman, Joseph Bennett. 1800, William Tallman, Alden Spooner, Killey Eldredge. 1801, William Tallman, Alden Spooner, Kelley Eldredge. 1802, Alden Spooner, Killey Eldredge, Simpson Hart. 1803, Alden Spooner, Cornelius Grinnell, Joseph Bennet. 1804, Roger Haskell, Bartholomew Aikin, James Taber. 1805, Bartholomew Aikin, James Taber, Silas Kempton. 1806, James Taber, Roger Haskell, Thomas Nye, jr. 1807, Alden Spooner, Roger Haskell, Thomas Nye, jr. 1808, Alden Spooner, Roger Haskell, Thomas Nye, jr. 1809, Alden Spooner, Roger Haskell, Thomas Nye, jr. 1810, Alden Spooner, Roger Haskell, Killey Eldredge. 1811, Alden Spooner, Roger Haskell, Joseph Church.

CHAPTER XI.

THE WAR OF 1812.

England's Disregard of the Rights of the United States — Impressment of American Seamen — The Embargo Act and its Effects — Opposition to it in New England — Political Strife between Bedford and Fairhaven — Declaration of War — Its Effect upon New Bedford—Measures for Defence —The *Constitution* and Lieutenant Parker — Two Useless Gunboats — The British Brig *Nimrod* — The "Wagon Brigade."

EVENTS were happening during the early years of the century that had an important bearing on the final issues that resulted in the declaration of war with England. Many of the stipulations of the treaty of 1783 had been disregarded. The military posts on the frontier that were to be abandoned were still in possession of the English,

and had become centers of assistance to the Indians in their attacks upon the American settlements. It was difficult for England to recognize the sovereign rights of the new nation that had once been subject to the British crown. On the land these rights were ignored, often to the humiliation of the representatives of the United States, but it was on the sea where the most flagrant outrages were committed. The conflict raging between England and France furnished opportunities for the development of these wrongs. In 1806 the former nation declared the Continental coast under a strict blockade. In a few months Napoleon issued a decree, placing the entire British coast in a similar condition. These decrees (which practically forbade neutral nations from entering their ports) were of no serious importance to the nations directly involved, but they bore heavily upon the floating commerce of the United States, especially that of New England, where the maritime interests were dependent upon the markets of the Old World. Many vessels and cargoes were confiscated by the ships of war of both nations, and the ocean traffic of the new republic was seriously crippled.

These misfortunes were increased by the claim of right of search by the English government. British cruisers waylaid American vessels, and American sailors were forced into their naval service. The pressing need of men for the thousand vessels that composed the English navy at this time made every sailor without protection papers a sure victim, and even these often failed to secure his sovereign rights. It was stated by Mr. Lyman, United States consul at London, that in 1811 there were 14,000 Americans serving under compulsion in the British navy.

In 1807 the United States government issued a proclamation, placing an embargo on shipping in American ports, thus forbidding all exports from the country. The evident purpose of this manifesto was to save men and cargoes from capture. The Federal party vigorously opposed this action, and New England was especially violent in opposition to this unwise move, for she was far more seriously affected by it than other sections of the country. Her spacious harbors had become centers for a prosperous traffic and her forests furnished the finest lumber in the world, which found a ready market across the ocean. The ports of Salem, Newburyport, and New Bedford sent out large fleets of ves-

sels in the whale fishery, and here we find the true reason for the fierce opposition of New England in general, and New Bedford in particular, to the declaration of war in 1812. The maritime interests of the Acushnet River and the capital invested were largely centered in Bedford village, which was therefore more sensitive to the anticipated calamities of war than Fairhaven, whose attention was given to agricultural pursuits. The business of the whole New England coast was blighted by the unwise action of the government, unwise, that is to say, in the eyes of the Federal party of the country.

The following significant figures of the presidential election in 1812, when the peace majority was 24,000 in a total vote of 74,000, show the state of public opinion in Massachusetts. New Bedford cast 399 votes for Clinton, the presidential candidate of the Federal, or peace party, and thirteen for Madison, who was re-elected by the Republican, or war party. Dartmouth cast 341 votes for Clinton and twenty-three for Madison, and Fairhaven 157 for Clinton and 201 for Madison. The act "Declaring war with England" was passed by Congress with ninety-eight yeas and sixty-two nays, a plurality of only thirty-six votes. In 1813 Massachusetts, Rhode Island, and Connecticut refused to give up the command of their militia to United States officers.

It is difficult to understand why the reasons urged for war with England did not apply with equal force to France, for she made wanton depredations upon our commerce and manifested an equal disregard of the rights of the American nation. It is evident, however, that the United States government knew its inability to cope with both powers, and so joined cause with France against England, hoping by force of arms over the one, and by fraternal interest with the other, to secure a lasting recognition of the rights of an independent nation—and it succeeded.

In 1809 Congress repealed the Embargo act and substituted a rule of non-intercourse with England and France until they should remove the restrictions upon trade. This was done by France in 1810, but was not accomplished by the English government till June 22, and before the news had been received of the declaration of war on June 18, 1812. It did not modify the action of the United States government, however, for other existing grievances seemed to justify the pursuance of the war policy.

Bedford village at this time was strongly allied to the Federal party, of which Washington and Adams were exponents, while Fairhaven was equally pronounced in its loyalty to the Republican, or what would be termed to-day the Democratic party, whose great leaders were Jefferson and Madison. The Federal party was opposed to the war, and so was Bedford village. The Republican party was in favor of the war, and so was Fairhaven. The result of this marked division of opinion upon the great issues of the period made lively times at town meetings. Record and tradition both show that these gatherings were characterized by great vigor, and oftentimes with much rancor. The modern town meeting can not claim originality in this direction.

The town-house was situated near Parting Ways, the intersection of the Acushnet and Fairhaven roads, and was the scene of many a contest between the two villages. When they were separated into different townships in 1812 the town-house was moved to the northwest corner of Second and School streets, and is now standing. It was used as a house of worship by the Calvinist Baptist Church until the erection of the present edifice on William street.

At one time an exciting question was under discussion, and the pent up walls of the town-house could not contain the populace, so an adjournment to the open green was made, where the orators continued the debate. When the vote was taken the house divided, as was then the custom, on either side of the road, the persuasive tongues of the leaders still wagging to influence the voters as they took position. On this occasion Capt. Noah Stoddard, of privateering fame, was much excited, and as the voters moved to the side of the road where he stood he pointed with pride to his flock and shouted, "I began alone on this question, and now, you see, I have a respectable company." At which Caleb Congdon, of Bedford village, an equally enthusiastic leader on the other side, retorted, "Yes, and old Cloven-foot commenced his career alone, and he's got a respectable following, too." The incident has no value, except that it illustrates the rivalry existing at this time between the villages, and which was manifested in a marked degree during the War of 1812.

Many of the Republican party of the time were in sympathy with France in her contest with England, and so it happened that Fairhaven

imbibed the same spirit. The Fairhaven youth won the name of "Corsicans," derisively given them by their rivals across the river, whose war song suggested the character of the relations between the factions:

"Corsica Jigs, put on your wigs,
And over to Bedford come;
New Bedford boys put on your hats,
And make the Corsicans run!"

The state of public opinion in New Bedford is forcibly illustrated in the action of a town meeting held in May, 1812, at which resolutions were adopted declaring that "We view with extreme regret and apprehension an impending war with Great Britain, which in our opinion will be disturbing and ruinous to our country, destructive to our commerce, and cause a heavy increase of direct taxes. Ruinous, as it would lead to an alliance with France, to which no nation has hitherto acceded without loss of its liberty and independence."

It was resolved that a petition be sent to Congress, expressing the wishes of the town that a war might be avoided.

A few days after this public meeting in Bedford village, one was called in Fairhaven, May 15, 1812, to which the citizens were invited in the following significant advertisement in the New Bedford *Gazette:*

"The friends of the present administration, the adherents to the good old cause of Republicanism, *whom British gold can not corrupt, nor old Tories affright,* who are willing to aid the government of their country in a firm and vigorous defence of national honor and dignity, are requested to give their attendance *to-morrow* afternoon at 3 of the clock, at the Academy in Fairhaven, then and there to take into consideration the present situation of our public affairs, and to adopt measures expressive of their undiminished attachment to the cause of their country. P. S.--The Republicans of Fairhaven and New Bedford and the towns in the vicinity are particularly invited to attend."

A few days after, May 23, a similar meeting was held at the town-house, Head-of-the-River, at which Hon. Nathaniel Morton, of Freetown, presided, and John Hawes was secretary. It was declared that in their opinion there exists, and has long existed, ample cause of war by the United States with both France and England, but as a prudent policy required the selection of our actual enemy, so it clearly pointed to England as the aggressor.

Such were the varied opinions which served to color the train of

events which, with other causes, led to the final separation of the two towns, February 22, 1812.

On the 18th of June, 1812, Congress declared war, and President Madison made public proclamation on the following day. How the news was received in New Bedford was expressed in the following editorial in the *Mercury:*

"The awful calamity is at length officially announced. A war which has been so long predicted by the wise, ridiculed by the weak, deprecated by the honest, and courted by the wicked is officially announced. Never have we seen dismay so generally and forcibly depicted on the features of our fellow citizens as at this portentous moment. The hand of enterprise is withered, and the heart sickened, the hard-earned treasures of industry are dissolved, and the business of life seems to pause in awful suspense."

This was without doubt a fair and candid statement of the attitude of New Bedford at the beginning of the war. If it was conservative, and even antagonistc, it should be borne in mind that all New England occupied this position, and that the powerful Federal party of the land vigorously opposed the war measures of the administration. The war policy was also opposed by many of the Republican leaders of the day, notably the eloquent John Randolph, whose fiery speeches brought down upon him the maledictions of his party and the promise of a coat of tar and feathers. History records the fact that Madison purchased his re-election by committing himself to war measures against his judgment and convictions. It was claimed by the opponents of the war that the existing grievances could and would be remedied by milder measures and that these wrongs did not justify armed resistance.

New Bedford received crushing blows at the very outset of this second conflict with England. During the three months following the declaration of war, made June 18, 1812, eight vessels belonging to this port were captured by the enemy, each with valuable cargos:

Ship *Sally* and cargo, value,	$40,000
Ship *Triton* " "	16,000
Ship *Castor* " "	20,000
Ship *Arab* " "	21,000
Ship *Science* " "	28,000
Ship *Honestus* " "	20,000
Sch. *Caroline* " "	9,000
Sch. *Three Friends* and cargo, value,	4,000
Ship *Catharine* " "	60,000
Total valuation,	$218,000

August 6, 1812, the brig *Wasp* of Fairhaven, on a voyage to Liverpool, was seized by His Majesty's cutter *Earl Spencer*, Lieutenant Bothwell, off Cape Clear. The mate and crew were taken on board the cutter. The *Wasp* was carried into Cork, and detained as a prize. Captain Hitch, the mate, and three of the crew were sent to Plymouth as prisoners of war.

Preparations for the defence of this harbor were soon manifested on both sides of the Acushnet. New guns were mounted on Fort Phœnix and a regular garrison placed on duty. Advertisements appeared in the newspaper calling for enlistments of able-bodied men from the age of eighteen to thirty-five years, all such to receive a bounty of $16, and, after five years' service and an honorable discharge, a further bounty of three months' pay and 160 acres of land. Recruiting offices were opened, and recruiting for the United States army began in earnest. In Fairhaven an office was opened on Water street in the second building north of the street leading to the old south wharf, owned at the time by Capt. Harrison G. Church, afterwards commander of a military company. On Center street, just west of the present Congregational Church, and directly in front of Whiting's market, was a large rock that extended across the street. On this rock were mounted two cannon, and the south entrance of the original Congregational Church, now Phœnix Hall, was used as a magazine.

In the month of September, 1812, two companies were formed in Fairhaven, one of regular militia, with the following officers: Captain, John Alden, jr.; lieutenant, Barnabas Hammond; clerk, Freeman Pope. The other company was commanded by Capt. Joseph Bates, sr., and was called the "volunteers." Its members were elderly men, whose age prevented their joining the regular militia. Both companies were largely composed of adherents to the Republican party.

A mud fort was built on Love Rocks, situated due south of Fort street. The barracks extended to the cluster of trees directly west. They were built under the supervision of Capt. William Gordon, and were garrisoned by the Sea Fencibles. Charles Eldredge, who witnessed the erection of the fort, gathered the names of a few of this company, which numbered about forty men: Captain, —— Barker; first lieutenant, a Frenchman (name unknown); second lieutenant,

Engd by H.B. Hall & Sons, New York.

Edward S. Jaber

—— Bradford; Hardy Hitch, John Wallace, Nathaniel Snow, Peter Harvey, Charles Glover, Andrew Pickens, George Alden, Peter Harper, Thomas West, —— Solomon, —— Barstow, Benjamin Swain, —— Waters.

The fort mounted six guns. Another mud fort was built at Smoking Rocks, near the sight of Potomska mills. Thomas Durfee was on duty when this fort was building and remembered being stationed near the shore when Captain Gordon was directing operations. Mr. Durfee was the only surviving New Bedford soldier of the war of 1812 at the time of his death and gave the writer many interesting reminiscences of that struggle. He was a member of Captain Nelson's infantry company, the roster of which is here given:

Captain, Nathaniel Nelson; lieutenant, Job Grey, jr; ensign, George Clark; first sergeant, Benjamin Warren; second sergeant, Gamaliel Hart; third sergeant, Nathaniel Perry; fourth sergeant, Thomas Ridell; drill sergeant, Charles Hathaway; corporals, David Howland, Robert Tuckerman, James Proud, Charles Covel; drummer, Alanson Caswell; fifer, Charles Pratt; captain's waiter, Abner Soule; privates, David Allen, Joseph Wilcox, Josiah L. Bliss, William Tuckerman, Edward Gardner, Willet Seabury, Joseph Merritt, Nathaniel Bassett, Charles Gilbert, Benjamin Hammond, Nye Holmes, Jonathan Howland, jr., Elisha Briggs, William W. Kempton, James Babcock, Samuel Proud, Josiah Winslow, Ivory C. Albert, Uriah Head, Perry Jenkins, Russell Wood, Thomas Kempton, William Lane, Heman Cushman, Avery Parker 2d, Thomas Durfee, Elisha Clark, Thomas Burrell, Stanton Burch, Stephen West, jr., Jonathan Haffords, David Wilber, Ezra Hathaway, Noel Taber, Benjamin B. Covell, Michael Randall, Tillinghast Tompkins, J. Haffords (armorer), Israel Smith, Hampton Pierce, Benjamin Douglass, William Cudworth, Oliver Price, jr., John Sisson, Stephen Howland, Moses Washburn, Charles Wood, Richard Hill, John Wadkins, Benjamin Brownell, Felix Filuel, Warren Mosher, John Aikin, William Bliss, jr., Elijah Knop, Elihu Mosher 2d, Merril Hathaway, Henry Frederick, Gardner Chase.

The declaration of war carried consternation and terror into every town and hamlet on the seacoast, for they were at once exposed to the ravages of British cruisers and privateers. To illustrate this fact we record that a few days after war was declared, forty families left the island of Nantucket; and at Eastport, Me., out of 1,700 inhabitants, only four or five families remained, the rest having fled inland with their movable property. It might interest the reader to recount the prominent battles of the War of 1812 which took place on the lakes, on the Canadian border, at the South, and also the wonderful naval engagements which

made the campaign at the very beginning so brilliant and successful. But these pages must deal only with events that touch our local history. One such was the famous contest between the American frigate *Constitution* (which was built by a New Bedford citizen, Capt. George Claghorn), and the British frigate *Java*, on December 29, 1812. The fight occurred off the coast of Brazil and proved to be one of the most terrific encounters of the war, resulting in a complete victory for Commodore Bainbridge and the brave crew of *Old Ironsides*, as she was ever after called, for she came out of the conflict unscathed. The *Java* was blown up, as it was not deemed prudent to carry her prize into a Brazilian port, for Brazil was friendly to Great Britain. The *Constitution* returned to Boston, and Commodore Bainbridge, his officers and crew, were received with wild demonstrations of joy at the signal victory.

The importance of this event to the country was manifested in the act of Congress which appropriated $50,000 as prize money for the crew. While Commodore Bainbridge was receiving the ovations of Boston, Lieut. George Parker, one of his officers, made a visit to his wife Elizabeth, who was the daughter of Thomas Adams, of Fairhaven. His sword, worn in the fight, is in the possession of the family. He received the marked attention of the citizens on both sides of the river. On March 2, 1813, he was tendered a public dinner at the Academy hall, by the people of Fairhaven. This building is still standing on Main street, just north of the Hawes homestead. On the afternoon of the 4th, Lieutenant Parker was entertained in New Bedford. A procession was formed at 2 o'clock at Nelson's Hotel (then located where now is Ricketson's block), consisting of a large and respectable body of citizens. Thus reads the account: "Attended by an excellent band of music from Taunton and escorted by a part of Capt. Stall's artillery company, the procession marched to the bridge, where they received the distinguished guest, who was accompanied by Lieut. King, commander of the garrison at Fort Phœnix. He was greeted with repeated cheers as he came off the bridge, and escorted to Nelson's Hotel, where an excellent repast was furnished by the landlord." Great preparations had been made for this occasion, and the hall was "decorated with trophies and devices emblematic of the occasion." The record says "the party was very harmonious, and hilarity and propriety marked the pro-

ceedings." The following toasts were received with marked applause and accompanied with appropriate music. The reader will find them well worth a perusal, for they bristle with allusions to men and events that are important elements in our nation's history:

"1. Our naval heroes—Hull, Jones, Decatur and Bainbridge. Their names will stand inscribed on the roll of fame with Washington, Montgomery, Warren and Greene.

"2. Our gallant tars. It is not superior weight of metal, but better metal that gives them victory.

"3. A navy to protect commerce, and commerce to support a navy.

"4. Commodore Rogers. We ask not Fortune to give him victory, but an opportunity to earn it.

"5. The memory of Lieutenant Awyer. While others hail the rising sun, we bow to him whose race is won.

"6. The memory of Commodore Preble. We recollect with pride and gratitude the hero who first caused our name to be respected on a foreign shore.

"7. Our National and State legislatures. May their wisdom equal the bravery of our mariners.

"8. French alliance. Tenfold more dreadful than British war.

"9. An Algerine war. In times of peace with other nations it would be mere pastime to chastise the insolence of these Corsairs.

"10. A brisk exchange of prisoners. Our navy supplies the funds.

"11. Our Constitution. May it be as well managed on the land as it has been on the water.

"12. The memory of Washington.

"13. The memory of Hamilton and of Franklin. The former the hero of Yorktown, the latter the friend of morality and science.

"14. The President of the United States.

"15. The Governor of Massachusetts.

"16. The members of Congress who refused a donation to the gallant conquerors of the *Guerriere*. Those who have no gratitude to reward merit, can have no patriotism to serve their country.

"17. A speedy peace with England on equitable and honorable terms.

"18. Russia. Rendered truly great by her successful opposition to the destroyer of liberty."

After Lieutenant Parker had retired the closing toast was offered: "Lieut. Parker and his brave associates. May our country reward their services with something more substantial than praise."

The account says "many excellent volunteer sentiments received the approbation of the company, but as they are but imperfectly recollected, it would be but injustice to those who gave them to attempt a mutilated publication. The committee of arrangements, on behalf of the com-

pany, tender their compliments to the gentlemen of the Taunton band, who politely graced the day by their attendance."

The original letter of reply to the invitation tendered the lieutenant by the New Bedford committee of arrangements is in possession of Robert C. Ingraham, librarian of the Free Public Library. It read as follows:

"*To L. Williams and David Leslie.*

"Gentlemen—With pleasure I accept the polite invitation of dining with you on Thursday next at the appointed hour. What little service I have been to my country at present is mere nothing. But I am in hopes that before the war is over to have an opportunity of doing honor to my country in any situation I may be placed in.

"Very respectfully, gentlemen,

"Your obt. st., GEO. PARKER."

The brilliant services of the lieutenant were recognized by the government, and he was placed in command of the *Siren* in 1814. He died on board of this vessel shortly after she went to sea, July 12, 1814.

The following is the roll of the artillery company that performed escort duty on the occasion of Lieutenant Parker's reception.

ARTILLERY COMPANY, SECOND BRIGADE, FIFTH DIVISION, STATIONED AT NEW BEDFORD.

Officers.—Captain, Samuel Stall; first lieutenant, Frederick Mayhew; second lieutenant, Hayden Coggeshall; sergeants, Thomas Earl, George S. Dunham, Thomas Martin, Jesse Haskell; corporals, David Kempton, Thomas Ellis, Peleg Clark, Watson Ellis; drummer, George Caswell; fifer, Russell Booth; matross, John Wrightington.

Privates.—Charles Coggeshall, John Heath, Martin Hathaway, Ira Caswell, Wing Howland, Thomas Maxfield, Warren Maxfield, Henry Cannon, Henry Place, Avery Parker, Griffin Barney, jr., Barnabas Smith, James Howland 2d, Edmund Jackson, John P. West, Lloyd Howland, Nash De Cost, Sylvanus Sowle, Isaac Kempton, Josiah Smith, Abraham Pierce, James Cannon, Bryant Macomber, Jonathan Gifford, Smith Stetson, John Reynolds, Ezekel Tripp, Allen Sherman, Joseph L. Jenney, Richard West, Isaac Smith.

In the month of June, 1813, two United States gunboats arrived in our harbor. They were schooner-rigged, were numbered 54 and 56, and were commanded by two brothers, John and Charles Cousins. The reader will understand from the following announcement, headed "New Bedford Safe," in the *Mercury* of June 18, the estimation in which they were held by the people:

"On Friday last two of those engines of destruction, commonly called gunboats, arrived at this port. We understand they are to cruise in our harbor for the protection of this port."

At the commencement of the war the government was in possession of a very considerable fleet of these vessels, and they performed effective service in keeping British privateers away from the coast, and checked somewhat the raids attempted by boats and barges belonging to British frigates upon the plantations and towns along the extensive coast line. They were also useful in convoying coasting vessels and protecting them from the boats of the enemy's cruisers, their service in this direction being specially important in Long Island Sound. The largest of these gunboats, of about ninety tons, was armed with one or two long bow chasers. A large proportion were of smaller size and carried a pivot gun of sixteen or twenty-four pound calibre, and were dependent upon oars for motive power. As a means of serious defence these "engines of destruction" were signal failures. They were useless in rough weather, for the very weight of the gun caused the vessel to careen in such a manner as to make effective aim impossible. In fair weather, the first discharge of the bow chaser was the only effective one, the recoil throwing the vessel out of position, making it necessary to use the oars to bring her again into effective relation with the enemy. In the interim, either the enemy's barges were making an uncomfortably close acquaintance or were putting themselves into safe positions. It is not surprising that but little confidence was felt in these gunboats as a protection to our harbor; nor was this feeling strengthened by their failure to attack the British brig *Nimrod* when she got ashore on Great Ledge. The opportunity was a favorable one to do serious injury to this craft that had given so much trouble on the coast. The gunboats lay at anchor up the river, while the people grew sorrowful at the lost opportunity.

George H. Taber relates that his father rode hastily down Sconticut Neck, and found a number of people gathered on the shore, who were watching the stranded vessel and endeavoring to organize an expedition to attack her. The *Nimrod* came off safely at high tide, however, before the plans were completed. Capt. Russell Maxfield remembers the event, and the expressions of indignation against the gunboats. Their final departure from the port created no serious apprehensions of of danger.

The presence of British cruisers on our coast not only checked the

ocean traffic, but the coasting vessels found it dangerous to pursue their ordinary trips to New York, whence a large portion of the supplies for the daily needs of the people were obtained. This condition became all the more serious when the British war vessel *Nimrod*, commanded by Captain Mitchell, made her cruising ground about our harbor, Martha's Vineyard, Nantucket, and as far west as Newport. Her armament was formidable for the time, consisting of sixteen 32-pounders, two long 9-pounders and one 18-pounder. She had ample accommodations for a large number of soldiers, and barges with which to transport them into the rivers and inlets of our coast. This war vessel was a constant terror to the inhabitants, as will be shown in the progress of this story.

The closing of the port against all traffic, in 1813, caused for a time much inconvenience and trouble to the people. But it developed a new mode of transportation that was unique if not original, and which must have afforded a relief to the pressing wants of the people. This was the "Wagon Brigade," formally recognized in the *Mercury*, dated September 24, 1813, by the following article headed "Sailors' Rights and Free Trade":

"As it is customary for printers of newspapers in seaport towns to keep a diary of the arrival and clearance of vessels, it may be thought by some of our readers that we have latterly been inattentive in this respect. But the jugglers who stand at the helm of government have been so successful in establishing the principle of the above motto as to have driven all our vessels of burthen into dry dock; and the navigation of this port is almost entirely confined to a few open boats. We, however, propose to keep a journal of the arrival and departure of such craft as are employed in the transportation of goods, and any information in the line of this department with which we may be favored will be duly attended to."

And so radiating from our villages by the sea were constant processions of loaded wagons, some of them extending their land voyages as far west as Albany, which was a distant city in those days of the stage coach. A few extracts taken from these weekly reports will serve to give an intelligent idea of these operations and reveal the peculiar character of some of them. Under the caption of "Horse Marine News," September 12, 1813, there was spoken a wagon from Fairhaven standing to the northward with cargo of coffee. On the same day, lat. 41.49, the same wagon was seen with signals of distress, having been chased by the enemy and obliged to throw nearly the whole cargo

overboard. The enemy was probably a custom-house officer. On the same day a wagon was spoken bound from Boston to this port, "and she might be expected in port with first northerly wind." September 17, arrived packet wagon Capt. Cole, from Boston, with cargo of dry goods, and on the same date three wagons under convoy of Com. Phinney, cleared and sailed with cargoes of brandy.

"A convoy of wagons, with families and household furniture, from Nantucket, left Falmouth on September 19, 1813, for Ohio. They were to touch at Sandwich for some others to join the fleet. The farms of Nantucket men were formerly on the ocean, but Madison's war has obliged them to take their land tacks on board and pass the mountains. October 1st, a fleet bound to Ohio was spoken in the longitude of Taunton." Here is an arrival that reveals how far these lines of transportation extended. "October 11th, arrived, a squadron under command of Admiral Heaton, consisting of seven square-rigged wagon vessels, Capts. J. Bates, D. Bates, Whitcomb, Lyon, Cooledge and Sherman, eight days from Albany, with flour. Had good passage, except Capt. Lyons' wagon springing a wheel spoke. Spoke nearly 100 sail from this port, all in good health and well provisioned."

The following will be appreciated by nautical readers:

"Port of Boston, October 11, 1813. Arrived, two-horse wagon Teazer, Capt. Huntington, three days from New Bedford, with cable and pig iron to the captain. Spoke on Saturday last, five leagues from New Bedford, in great distress, the wagon 'Pump,' Capt. Clark, two days out from Boston, bound for New Bedford. He had experienced considerable rough weather on the passage; got on the flats at Bridgewater, and after laying there, bowsprit under a few minutes, by the timely assistance of Capt. Gibbs, who was passing in a small craft, was enabled to proceed to Assawamsett Pond, where he was washing his bowsprit and horses, and repairing injuries done to his wagon. Oct. 10th, arrived, the regular packet wagons, Capts. Cole and Lyon, from Boston, with dry goods. Spoke several coasters on the road, all singing the popular ditty,

"'Our march is on the turnpike road,
Our home is at the Inn.'"

"Nov. 4th, 1813. Arrived and came to anchor at the head of Taber's wharf 3 square rigged Jeffersonian ships, (not gunboats) and one cartel lugger navigated by 4 oxen each; all from Dartmouth, laden with potatoes for a southern market. P. S. The cattle were chained to anchor to prevent their running away while the teams were unloading."

"Nov. 23d, 1813. Arrived one 3-horse and two 4-horse wagons, 14 days from New York. Experienced much bad weather and rough roads. About 10 days out was

boarded by a snow storm, but after a short detention was permitted to proceed—slowly. Same date, sailed one 3-horse and one 4-horse wagon, Stevens & Smith commanders, with cargoes of sperm candles."

The latter item suggests one of the lines of business pursued at this time. If tobacco, brandy and other articles of French manufacture could not be claimed as home productions, sperm candles surely could be so regarded. We fear that during this period there was a large amount of illegal business done in foreign goods. The Embargo Act, passed by Congress in December, 1813, placed still further restrictions upon the already ruined traffic of our port.

The constant presence of British cruisers and privateers along the entire coast had destroyed the ocean commerce and nearly all the coasting trade. It was left for the Embargo Act to give the finishing touch. Its enforcement practically closed the harbor to all seagoing craft. How thoroughly it was carried out is shown by the following incidents:

"A man in an open boat from one of the Elizabeth Islands, coming to market in this town, brought with him two bushels of corn to be ground, as there was no mill on the island. The collector by force of the embargo refused to grant him permission to carry his meal home in his boat. A person from Falmouth in an open boat purchased in this town a small quantity of iron for the tire of a pair of wheels. Having put his iron on board of his boat, he was refused permission by the collector to proceed home until he should reland his iron. A person came in here in a boat with some oysters. Having sold his oysters, he purchased with the proceeds two slates, a hat and half of a cheese, but the collector refused to permit him to carry them home in his boat, and he was obliged to deposit them in this town and leave them."—*N. B. Mercury.*

CHAPTER XII.

WAR OF 1812 CONTINUED.

Privateering — New Bedford Harbor a Haven for Privateers and Prizes — The *Yankee* — Resolutions of the People Concerning Privateering — Defenceless Condition of New Bedford, and the Consequences — Doings of the *Nimrod* — The *Revenge-Retaliation* — Bombardment of Falmouth — Militia Defenders — Attitude of the Friends — False Alarms — The Attack of June 13, 1814 — Details of the Affair — Further Depredations — More of the *Nimrod* — Opinions of William C. Bryant — A Sad Incident.

THAT history repeats itself was demonstrated in the War of 1812, by the sudden development of that branch of warfare, "privateering," so successfully carried on during the American Revolution.

The English government well understood that privateering would play an important part in a contest with the United States. This apprehension was expressed in a London journal, the *Statesman*, before war was declared. It said: "America can not certainly pretend to wage a maritime war with us. She has no navy to do it with. But America has nearly a hundred thousand as good seamen as any in the world, all of whom would be actively employed against our trade on every part of the ocean, in their fast-sailing ships of war, many of which will be able to cope with our small cruisers, and they will be found to be sweeping the West Indian seas, and even carrying desolation into the chops of the Channel."

A most formidable fleet did plow the seas and captured more than 1,500 vessels during the war. There were 251 regularly commissioned privateers, beside a large number of private armed vessels, that pursued this business. Of the former, fifty-eight sailed from Baltimore, fifty-five from New York, forty from Salem, thirty-one from Boston, eleven from Portsmouth, N. H., and one from Fairhaven. This was the *Governor Gerry*, Capt. Joshua Hitch, and was owned by Hitch & Bradley. She was a schooner of sharp model, a fast sailer, and thoroughly equipped for the business. Her career was, however, of short duration.

After landing a cargo of silks and other valuable goods in some French port, she came out July 29, 1813, and ran directly into a fleet of British men-of-war. She was given chase and only surrendered after she had carried away all her spars. The favorable situation of our harbor made it again available as a rendezvous for the privateers, and during the war it was made a convenient port for recruiting and for running in the captured prizes. Public auction sales of prize vessels and their cargoes were of frequent occurrence at the wharves on both sides of the river.

It is recorded that, in September, 1813, the *Shaving Mill*, generally called the *Handsaw*, had sailed for Boston on a cruise. Why this privateer was called the *Shaving Mill* has not been ascertained. Her name was the *Camelion*. She was probably nicknamed the *Handsaw* from the fact that at a public gathering in Fairhaven one of her owners offered the following toast: "Our enemies—May they be lathered with aquafortis and shaved with a handsaw."

This vessel was built on the south shore of Oxford Point, just east of the present residence of Charles H. Gifford, the marine artist. Charles Eldredge gave the writer the following facts regarding it: The *Shaving Mill* was an open boat about forty feet long, with lateen sails, was a fast sailer, and was well provided with sweeps for rapid pulling. Water was carried in tiny casks that could be easily stowed; strapped together in pairs, they were conveniently fitted to take ashore to be filled. The armament was one swivel bow chaser, and the crew were well armed. Messrs. George Whitfield and Francis Neil were among those who played the part of "jolly privateers" in this craft. Her operations were along shore within easy reach of safe harbors. It is said that when on the coast of Maine she was closely pursued one day by the enemy, the *Shaving Mill* was run ashore and the crew stranded in a cornfield. This story is given on the authority of Capt. George Neil, whose father was one of the sailors.

Arrivals and departures of privateers were occasional during 1813, and largely increased in 1814. February 25, 1814, the British brig *Britannia*, Skidmore prize-master, came into the port. She was one of the nine prizes captured by the privateer *Mars*, Captain Ingersoll, of New York. On March 12, the private armed schooner *Viper*, Captain Dethenbade, dropped anchor in our harbor, having captured a few

days before, February 22, the British ship *Victory*, of London. On July 15, 1814, the privateer brig *Yankee*, Captain Snow, arrived at this port after a four months' cruise, having captured seven vessels. Among them was the Portuguese ship *St. José Indiano*, which had already come into our harbor. The *Yankee* had captured on May 14 the British ship *Hugh Jones*, with a valuable cargo of piece-goods and provisions. Ninety-five cases of articles were taken out and the vessel ordered into Savannah.

The *Yankee* was one of the most famous of the privateering fleet. She belonged in Bristol, R. I., and was owned by a Mr. D'Wolfe. After a single cruise of 150 days on the coast of Africa, she came home, after capturing eight prizes, with thirty-two bales of fine goods, six tons of ivory and $40,000 in gold dust. The total value of the cargo was $300,000.

The late Thomas Durfee gave the writer an interesting episode connected with this noted craft. He, with other boys, was attracted to the river front one Sunday morning to see this bold privateer as she lay off Taber's wharf. A tempting invitation to take a sail in the harbor was made to the boys by Officer Smith, who was in command, as Captain Snow had gone ashore. As was found out afterward, the crew had been discharged. Eagerly did the boys accept, Durfee among the rest, and the *Yankee* sailed down the bay. The lads gladly made themselves useful in the many ways suggested by Lieutenant Smith, his orders being transmitted to the fresh crew through Billy Haffords, one of their number, who had once been on a sea voyage. When off Round Hills, Lieutenant Smith discovered the British brig *Nimrod* looming in the distance, and for most excellent reasons he ordered about ship, and made a lively trip homeward. As they neared the wharf they were blandly informed by the lieutenant that but for this occurrence he intended to carry them to Bristol, from which place they would have to walk home to New Bedford. Mr. Durfee says the *Yankee* carried a 24-pounder midships and two carriage guns on either side, and was a formidable craft.

The prosecution of the privateering business and the free-handed use of this harbor in its interests brought with it a train of evils that created much alarm among the inhabitants. In September, 1813, a vessel ar-

rived in our harbor, was thoroughly recruited, and a crew shipped ostensibly for a voyage to New Orleans. She was cleared September 26 and lay at anchor in the lower harbor, when it was ascertained that she was the French privateer *Cleopatra*, alias *Bellona*, with evil intentions toward American as well as towards English vessels. She showed her teeth by stopping the *Rosetta*, Captain Gibbs, of this port, as she came up the river. Pistol shots were fired at Captain Gibbs, and he was threatened with a broadside. The incident created great commotion in the town. When the crew had ascertained her real character, they rebelled and refused duty, and finally it resulted in their being put ashore at Newport. It is evident that the arrival of the noted privateer *Yankee* brought matters to a crisis, and was the immediate cause of the call for a town meeting that was held July 21, 1814. The action taken at this gathering of the people vividly portrays the serious condition of affairs, and the sentiments of the community regarding it.

"It was voted unanimously, as expressive of the sense of the inhabitants of this town, that inasmuch as we have uniformly disapproved of the unpolitic, unnecessary and ruinous war in which the United States are engaged, we have considered it our duty to abstain, and have scrupulously abstained from all interest and concern in sending out private armed vessels to harass the commerce of the enemy, and from voluntary acts which appeared to us to have a tendency to prolong the duration, encourage the prosecution, or increase the ravages of the 'unprofitable contest'; that we have seen with disapprobation several private armed vessels, belonging to other ports taking shelter in our peaceful waters, and regret that we have not the authority of law wholly to exclude them from our harbor, where they serve to increase our dangers, and to excite tumult, disorder, riot and confusion.

"Voted, unanimously, as expressive of the sense of the town, that private armed vessels, while cruising in various climates, and visiting ships and vessels from every country, are extremely liable to contract and receive on board infectious diseases, and that in all such cases there is reason to suspect that such vessels and the persons, baggage, clothing and goods on board may be infected with some contagious distemper.

"Voted, unanimously, as expressive of the sense of the inhabitants of this town, that the safety of the inhabitants thereof requires that any private armed vessel or vessels which shall arrive or be bound into the harbor of New Bedford, from any port or place, shall be required to perform quarantine during a term of not less than forty days; and that the Selectmen and Health Committee of the town be requested to cause all such vessels to perform quarantine at such places as they shall appoint and under such restrictions and regulations as they may judge expedient.

"Voted. That the privateer called the *Yankee*, now in this port to be ordered by the Selectmen immediately to quarantine ground, to be designated by them, for forty days.

"Voted. That the town will indemnify the Selectmen from all harm which may accrue to them in the execution of their duties in enforcing the quarantine laws as well in regard to the *Yankee* privateer as all other vessels.

"Voted. That the following persons be a Committee of Safety, whose business it will be to advise and direct in measures that may best secure the peace and safety of the town in case of an invasion by an enemy: Roger Haskell, William Hathaway, Roland R. Crocker, Lemuel Williams, jr., Lewis Ludlam, Samuel Perry, Francis Rotch, James Washburn, John A Parker, Cornelius Grinnell."

Changes in the condition of affairs in Continental Europe, during the year 1814, set free a number of naval and other vessels in the English service, and their attention was quickly turned toward the United States. Our New England coast swarmed with British frigates, gun brigs and privateers. The seaboard towns and villages were in a helpless condition, for the general government had withdrawn all means of defence, the troops being engaged in the invasion of Canada. What aggravated still more the perilous condition of New England was the fact that the United States authorities had withdrawn all supplies from the militia, on which she had to depend for her own defence. A supply of ammunition was refused Fort Phœnix, July 8. The reader may judge that these were alarming times for our town, for during the year 1814 a thousand troops were stationed along our shores, five hundred arriving on September 25 and 26 from the northern part of the county. The presence of such an armed force indicated that the serious apprehensions occasioned by the presence of such a fleet of armed cruisers were well founded. How New Bedford was directly affected will be seen in the many captures made of her vessels.

On July 8 twenty Cape Cod boats, loaded with corn and flour from New York, sought refuge in our harbor. July 13 schooner *Night Hawk* of Apponagansett was captured by barges from the English frigate *Superb*. The American privateer *Ultor*, Capt. Lane, came into Fairhaven for repairs; when she cleared, she took among her crew several Fairhaven men, among them Mr. Tripp Taber. When off Watch Hill, July 19, an attempt was made by two barges belonging to the frigate *Superb* to board the *Ultor*. No answer being given to their hail, the *Ultor* fired a brisk volley of musketry at them. This reception seemed to be a surprise, for the larger barge, with thirty men, made a quick retreat, and the other was captured with ten men. It was found

that one of their number, a midshipman, had been killed. His body was taken into Stonington and buried. On July 20 schooner *Maria*, Capt. Hillman, was taken by British privateer *Saratoga*, and released. August 23 two barges and a launch from the British frigate *Pomona* came up the bay and captured a sloop just out of Dartmouth.

The two gunboats and an armed smack went down to encounter the enemy, and it is recorded that the gunboats actually fired several shots. It is the only statement found where they did practical service. It should be said that they did patrol duty in the night in the harbor, their barges constantly moving about and boarding any craft that attempted to come up the river. September 15 sloop *Chauncey*, Capt. Howland, was taken in Long Island Sound. A passenger, Griffith Barney, jr., was made prisoner and sent to Melville prison at Halifax. October 1 sloop *Rover*, Capt. Reynard, was captured by British schooner *Whiting*. October 28 she took the sloop *Philadelphia*; and on the same day schooner *Fair Trader*, Capt. Allen, was captured by British privateers *Liverpool Packet* and *Rolla*, off Narragansett beach. December 28 brig *Mary*, Capt. George Hitch, was captured four hours after leaving port. January 6, 1815, sloop *New York*, Capt. Clark, of Fairhaven, was taken off Newport by British brig *Despatch*. March 3 British brig *Flying Fish* arrived in our harbor a prize to American privateer *David Porter*. She had $100,000 of cargo of dry goods, hardware, and spices. March 29 the schooner *Russell*, Capt. Vibbert, arrived ninety-six days from Canton, with full cargo of teas, silk, etc. March 1 she was chased for twelve hours by a frigate and brig, but by throwing overboard her guns she easily outsailed them. When off Gayhead she spoke the Spanish brig *Virgin Mary*, thirteen days from Matanzas, and was informed that peace was declared. Her safe arrival caused much rejoicing in the town, for the *Russell* was built here, and this was her first voyage. Her cargo was of great value, and her capture would have been a serious loss.

While the English naval and privateering vessels inflicted serious damage on our coasting trade, as has been illustrated by the accounts given of captures of vessels coming and going from this port (and the list is not by any means complete), it remained for the British brig *Nimrod*, Captain Mitchell, to be the reigning terror to New Bedford and the

whole southeastern coast. So connected were her operations with neighboring harbors, that it is necessary to include in this account much that is not local in character. The *Nimrod* mounted sixteen 34-pounders, two long nines, and one 18-pounder, and was a most formidable vessel for her day.

The *Nimrod* made her appearance off our coast in 1813. The first record we find of her work is December 6, when the schooner *Hitta Franklin* arrived in this harbor. On the Sunday night previous, at two o'clock, she was captured off Tarpaulin Cove by the *Nimrod*. Her commander, Captain Mitchell, proposed a ransom, which Captain Kelley assured him was out of his power. The schooner was delayed for some time and finally released with the loss of her anchor, cable, and other articles. Captain Kelley and his crew were treated with great kindness by Captain Mitchell. At this time the *Nimrod* had in her toils the ship *Chili* of Nantucket, from the South Sea, with 1,240 barrels of oil. On Sunday evening, while off Gayhead, five boats full of men undertook to recapture her, but a fire of musketry from the ship led them to abandon this plucky attempt. April 5, 1814, sloop *Sally Hallet* was captured by the *Nimrod*. June 3 a Swedish brig, the *Carolus Magnus*, sailed from this port, was boarded in the bay by the *Nimrod* and ordered back. The 74-gun frigate *Superb* and the gun brig *Recruit* were, in connection with the *Nimrod*, making things lively all along the coast.

Saturday, June 6, several gentlemen belonging to this town made an excursion to the islands in Pilot boat No. 1. If the day's outing had proved to be one of great enjoyment to this company of pleasure-seekers, and it is fair to suppose it had, their fun soon ended, for on their return they were captured by a barge from the *Nimrod*, carrying twenty-two men and propelled by eighteen oars. After being detained some time, they all, with the exception of Captains Simeon Price and Stephen Potter, were released and probably put ashore at Woods Hole, for the pilot boat was seen there at anchor several days after the capture. She was finally given up to Captains Price and Potter, and they brought into our port the crew of a Spanish brig that had been seized by the *Nimrod* for attempting to enter Newport harbor after being warned off by the blockading squadron. August 5 the *Nimrod* captured sloop

Eagle, Captain Stowell, off Point Judith, and on the 6th took five open boats off Watch Hill. One of these belonged to Jonathan Card, of Fairhaven. September 4 she captured schooner *Maria*, with a cargo of salt fish; and September 10, off Point Judith, she took four boats, all belonging to this port.

The ship *Harmony*, an East Indiaman of Philadelphia, cleared from this port some time in 1814. On one of her voyages she was hotly chased by the *Nimrod* into the bay. Hugging the shore closely, carefully directed by the pilot, William Slocum, of Nashawena, the *Harmony* was brought safely along and succeeded in deceiving the *Nimrod*, which went ashore high and dry on the rocks off Round Hills. Hon. Weston Howland says that this exciting affair was witnessed by his brother, Hon. Abraham H. Howland, the first mayor of our city, then a mere lad. He and the others were in the observatory on School street at the time, eagerly watching the race, and when the *Nimrod* grounded, the glad news was greeted with a round of cheers. "I saw the *Harmony*," said Thomas Durfee, "when she sailed up to Rotch's wharf, and her sails were perforated with cannon shot. She was taken above the bridge and moored in the stream. Among the articles in her cargo was a lot of skins, which were taken to Boston in the sloop *Boston*, Capt. Philip Mosher; and I remember that when she cleared it was in a driving snow storm."

Another capture made by the *Nimrod*, January 3, 1815, of the schooner *Horizon*, Captain Potter, is on record. George H. Taber relates an interesting fact in the *Nimrod's* history. In 1840 he was mate of ship *Samuel Robertson* of this port, and when in Mobile Bay he saw this famous vessel taking in a cargo of cotton. She was still under the British flag.

Among the privateers that played an important part on our coast during these troublesome times was one that originally sailed from Salem under the Yankee flag. The *Revenge* (for that was her name) was captured and turned into a British privateer under the significant name of *Retaliation*. Her cruising ground was along Cape Cod, Martha's Vineyard, and Long Island. Early in October, 1813, she captured seven or eight boats belonging to Cape Cod. The owners of these craft organized an expedition consisting of three boats and twenty armed men,

Engd. by F. G. Kerman, N.Y.

Wm F Dunn

and went in search. On the afternoon of October 16 they discovered two of their boats and twelve or fourteen men on the shore at Naushon, who were making preparations to spend the night. On the approach of the Cape Cod boats the privateersmen took to the woods. Two of them were captured, however, and also some loaded muskets, pistols, and swords, which had been left in the boats. The prisoners were taken to Falmouth and thence to Boston. The *Retaliation* soon came to grief as a Britisher and again sailed the ocean under American colors. This is how it came about.

On the evening of October 22 the schooner *Clementine*, from Dennis, arrived in this harbor. The day before, when near Woods Hole, she was boarded by a boat with five armed men from the *Retaliation*, who ordered the captain and his crew of five sailors to "pick up their duds and go ashore." While pretending to obey this command they were watching their chances, and when the favorable moment arrived they each seized a man and in a twinkle the confident victors found themselves prisoners. The next day the *Clementine* came up the bay and delivered the prisoners to the commandant at Fort Phœnix. These events did not escape the attention of the people along the Falmouth shore, and it soon came to their knowledge that the *Retaliation* was lying at Tarpaulin Cove with but twelve men on board. This was an opportunity not to be disregarded, and no time was lost in organizing an expedition to capture her. A force of fifty men from Falmouth, under the command of Capt. Weston Jenkins, soon sailed for Tarpaulin Cove, where they found the privateer *Retaliation* at anchor. Placing his volunteers below decks, out of sight, and with but one man and himself on deck, Captain Jenkins approached the enemy and dropped anchor some distance from her. A boat with the captain and six men soon put off from the *Retaliation*. In answer to inquiries made, Captain Jenkins replied that he was from Nantucket. They came quickly alongside, calculating that the vessel would be an easy capture. At the signal given by Captain Jenkins the men tumbled up from below and made prisoners of the astonished privateersmen. Taking possession of the *Retaliation*, they sailed for Falmouth.

The year 1814 was filled with exciting events. Not only the villages in our own harbor, but the towns and hamlets of the neighboring coast

felt the keen sufferings of relentless war and the terrors incident to invasion and pillage. Individuals may have prospered on the spoils of this needless war, but the burdens and cruelties imposed on the people were grievous to bear. Such were the sad experiences of Falmouth.

January 28, 1814, the town of Falmouth was bombarded by the British gun brig, *Nimrod*. The particular cause for this severe chastisement was her sturdy resistance to the devastating operations of the English vessels. Early in the morning the *Nimrod* came out of Tarpaulin Cove, and at ten o'clock anchored abreast of the town. Captain Mitchell sent ashore, under a flag of truce, an imperative demand for the surrender of the two field pieces that had served to protect the village from the enemy. At the same time he demanded that the Nantucket mail sloop, then lying at the wharf, should be surrendered. The authorities of the town firmly refused to accede to these demands. They were then notified that two hours would be granted for the removal of women and children, at the expiration of which Captain Mitchell promised that the bombardment would begin.

At once the village was in the wildest excitement. The hastily summoned militia, as they came into the town to assist in its defence, were met by processions of women, children and the sick, who were all seeking refuge. During these hours the meager preparations for security were being completed. An entrenchment was thrown up, behind which many of the inhabitants retreated during the bombardment. The flag of truce passed to and fro, but without results, for the people were firm and would not submit. At noonday the *Nimrod* unmasked her batteries and the cannonade of the town was opened. All the afternoon shot and shell were thrown into the village, damaging many of the houses and destroying much property. Nor did the firing cease till some time after sunset. The next morning the *Nimrod* took her departure westward probably to join a man-of-war then lying at Tarpaulin Cove. Among the residences that were injured were those of Capt. John Crocker, Elijah Swift, Silas James, Thomas Brown, Ichabod Hatch, Shubael Hatch, jr., and Rev. Henry Lincoln. The salt works, located along the shore, received the especial attention of the batteries, and were much damaged.

Captain Crocker evidently was a leading spirit of the town, for his

house was complimented with no less than eight 32-pound shot that were sent crashing through the building, destroying a large part of the furniture. It is said that when the first of these made entrance, Captain Crocker, who did not desert his castle during the siege, coolly took a chair and seated himself at the aperture, expressing his belief in the safety of his action by saying that shot wouldn't strike twice in the same place. For most convincing reasons, Captain Crocker changed his mind in regard to this generally accepted theory. Having occasion to go to another part of the house, he and his chair had but parted company, when crash came another 32-pounder through the same hole.

About thirty houses were injured during the bombardment. It is a remarkable fact that not a single life was lost, though several had narrow escapes. More than 250 round shot were picked up that had been thrown into the village by the *Nimrod.*

The troops stationed in New Bedford for the town's defense during the year 1814 have been mentioned. The were commanded by Lieut.-Col. Benjamin Lincoln. Among his staff officers who were residents of the town were Maj. Edward Pope, Major of Artillery John Coggeshall, Surgeon Samuel Perry, and Quartermasters William Kempton and Elijah Wilbour. The regimental records of Lieutenant-Colonel Lincoln (afterwards major-general) are in the possession of our Free Public Library, and were presented to this institution by Mrs. Caroline Whitridge, daughter of Major-General Lincoln.

The Head-of-the-River company (Acushnet), commanded by Captain Reuben Swift, was stationed at Clark's Cove and along the shores of Clark's Point, the lines extending to the Smoking Rocks on the east side.

The following is the roster of the company taken from an original pay-roll in possession of Jireh Swift, jr.:

Captain, Reuben Swift; lieutenant, Job Millard; ensign, Seth Bumpus; sergeants, William Swift, James Ripner, Allen Bourne, Allen Chase, Zenas Cowen, Nathaniel Spooner, Thomas Hathaway, Thomas Collins; musicians, Joseph Purrington, Noah Waste, fifers; Thomas B. Smith, drummer; privates, Elijah Parker, James Omans, William Hathaway, Joseph H. Jenne, Oliver Walcott, Peter Taber, Elias Hoard, Cornelius Pope, Phillip Reynolds, John Hunter, Russell Pierce, Lemuel B. Ormsby, Paul Gifford, Silas Pettis, Samuel Hammond, Samuel J. Tobey, John Freeman, James Davis, jr., Timothy Howland, Enoch Weston, John Williams, Nathan Brightman, Asa

Crapo, John Myrick, Humphrey Russell, Henry Rider, Joshua Winslow, Abel Snell, John Allen, Stephen Samson, James Upham, Israel Chase, Abiel Crapo, Benjamin Reynolds, John Andrews, Benjamin S. Hathaway, Gardner Allen, Abraham Allen, Richard Winslow, Leonard Snell, Arnold Thomas, John Cummings, Jonathan Gifford, Calvin Wheeler, Joseph Chase, Stephen Wing, Lot Strange, Jonathan Higgins, William K. Greene, George Douglass, Alden Gifford, Edmund Jackson, David Weaden, John Eddy, Holder Mosher, Lemuel P. Reed, Major Pool, Stephen Sherman, John Edminster, William Tobey, James Wood, Stephen Wing 2d, Joshua Spooner, Stillman Washburn, Micah Spooner, Geurdon Demmings, Abraham Reynolds, Abiel Jones, jr., Ira Phillips, William Cowen, Isaac Babcock, Nathaniel Woddell, Isaac Case, jr., Jonathan Whalen, Uriah Sherman, James Burden, Sylvester Burt, Job White, Abiathar Pool, Ebenezer Tripp, Noah Reynolds, Alden Reed, Richard Mosher, Daniel Whalen, jr., William Reynolds, jr., Samuel Reed, jr., Simeon Burt, Holder Burden, Rufus Tripp, Gideon Mosher.

The monthly pay for service was as follows: Captain, $40; lieutenant, $30; ensign, $20; sergeant, $11; private, $8; musician, $9.

Capt. Rodolphus N. Swift relates a camp incident that he heard his father, who commanded the company, tell with great glee. His friend, Thomas Riddell, a sergeant of Captain Nelson's infantry company, and a well-known citizen, resolved to make a visit to him while in camp at Clark's Point. On his way down he was given a sheep by a generous-hearted farmer to present to the company mess. Cheerfully accepting the mission, and feeling that his visit would be doubly welcome, he shouldered the mutton and resumed his journey. It was night when he reached the lines. Trudging down the road, no doubt contemplating with satisfaction the pleasure he was to give his fellow soldiers, he was suddenly halted by a vigilant sentinel, made prisoner, and marched into the presence of Captain Swift as a "sheep-stealer." Explanations were followed by roars of laughter, and the closely-guarded prisoner was set free. A royal feast was enjoyed by the company mess. It is not stated whether Mr. Riddell joined the banqueters, but it was many a year before he heard the last of this episode in which he figured so prominently. Capt. Reuben Swift's sword is now in possession of his son, Mr. William C. N. Swift.

The position of the Society of Friends, "Resistance to taxes for war purposes," maintained during the American Revolution, was continued during the War of 1812. New Bedford capitalists were very largely of this faith, and the demands of the collectors were persistently refused. It was no enviable position for these representatives of the United

States government, and their experience must have been of a disagreeable character. Abraham Barker used to express his views upon the subject by relating the following story: "He said that during the War of 1812, his father and another person were appointed to collect the taxes in this town. Every Quaker whom they called on refused to pay, on conscientious grounds. On their rounds of duty, the collectors came upon one man to whom they prefaced their application by stating that they supposed he would refuse to pay as all other Friends had done, but they nevertheless deemed it their duty to call upon him. After considering the matter for a little time, he astonished them with the reply that he should not decline to pay the tax. The spokesman was led to inquire how it happened that he could conscientiously pay when the others had refused. He answered, 'The fact is that the money has got to go through so many hands like thine and Stephen Barker's, I have no fears that any of it will ever be used for war expenses.'"

New Bedford, like all New England, paid reluctantly what was contributed towards sustaining this war with the British Crown.

The sad experiences of Bedford village and Fairhaven during the British invasion of September 5, 1778, had left a powerful impression on their inhabitants. Many were still living and participating in the active affairs of the War of 1812 who suffered the sad experiences of that day. The younger generation must have been imbued with memories of these events, transmitted through the traditions told at the firesides. That this was true is illustrated by the manifestations of fear frequently exhibited during the eventful months of 1814. Reports of the presence of war vessels in the vicinity were brought in by arriving craft, and kept the communities in a constant state of agitation.

In the middle of April the British war vessels, *Victorious*, *Endymion* and *Peacock* made their appearance in Vineyard Sound. On wings of the wind the fact was brought to our community, and with it the report that the fleet was to operate against New Bedford. Though the report proved to be without foundation, for the fleet left the sound April 20, its effect was fruitful in thoroughly alarming the people on both sides of the river. Many families packed their household goods and conveyed them to places of safety. Ships and other sailing craft were moved up the river, and every precaution taken to place them beyond

the range of the guns of the enemy. The garrison at Fort Phœnix was alive with activity in putting the fort in trim, while the militia were busy in completing their preparations for the defence of the town.

The throngs of people who yearly picnic at the fort in the lovely summer days can little appreciate how important was their rock of defence to the villagers on either side of the river at this period. At the present day this little redoubt, with its battery of small guns, may seem to have been of puny strength. But let our readers remember, when they shall be tempted to look with ridicule upon this fortification, that in the times of the American Revolution and the War of 1812, it was in reality a tower of defence to our harbor, and was justly looked upon as being equal to any emergency that might arise. There can be no question but that Fort Phœnix, with its garrison, was an effective menace to the fleets of war vessels hovering in our bay during the times of which we write. But the enemy came not; in a few days peace and quiet were restored, and the affairs of the towns moved on as before. This peaceful condition was of limited duration, for the advent of the State troops weekly arriving in the town served to keep matters in commotion and prepared the people for the ruder shock that occurred a few weeks later on.

On Monday morning, June 13, 1814, the guns at Fort Phœnix sounded an alarm, announcing the approach of seven or eight barges from the British brig, *Nimrod.* The weather being hazy the boats were not discovered till they were close in to the fort. The towns on both sides of the river were at once in wild commotion, and preparations were made to receive the enemy. The militia gathered in force, and had the enemy attempted to land he would have met with a warm reception. It is evident that the enemy was aware of this, for the flotilla of barges soon withdrew from the river and proceeded eastward to effect (it is supposed) a landing at Mattapoisett. The sudden appearance of the loaded barges caused intense excitement among the people. The defenceless portion of the community was taken into the suburbs, the roads leading out of the town were alive with wagons loaded with women, children, the sick, and household goods, and everywhere was panic and confusion. Charles Eldredge said: "I was seven years old when this event took place, and I well remember the

consternation that prevailed among the families on the other side of the river. I was taken in the arms of my father's housekeeper and carried to Ephraim Pope's house at Naskatucket, where our family remained until the excitement over the event had subsided."

Capt. Warren Delano, with his three sons, Warren, Frederick and Franklin, called at the house of Silas Allen, and taking his daughter Rebecca with him in his chaise, drove to Long Plain.[1] Here he left the four children in charge of a friendly farmer and awaited the anticipated attack on the village. That night all four of the little ones slept in the same bed with the good woman of the house. The farmhouses scattered along the frontier of the towns were objective points to the refugees, and proved to be asylums of rest for the weary and helpless. Says our friend, George H. Taber: "Our house" (the same in which he now resides at Oxford village) "was filled all day long with neighbors from the village, who had fled from their homes." The venerable Mrs. Rachel Samson says that she was at the little school-house, then located on the corner of North and Main streets, in Oxford village, when the guns at Fort Phœnix sounded this alarm. The session came to a speedy close, and the children, filled with frantic fear, sped to their homes. When Mrs. Sampson arrived at her father's (Richard Wood's) house, she found it filled with people from the lower village. Some of them stayed all night; and she remembers that the front hall stairs were occupied by a number of children, who slept through the weary hours, with their little heads pillowed on the stairs above them. Her father was making preparations to shave, and was in the act of warming water in a skillet by the fire when the guns boomed their notes of warning. He sensibly postponed the completion of his toilet, and buckling on his regimentals, hied away to the village to join his milita company. These incidents may not be of much value, perhaps, but they serve to show

[1] This young miss was the late Mrs. Thomas C. Stoddard, of Fairhaven, who died in 1890 at the age of eighty-two. She related a story of Capt. Noah Stoddard, who one day visited Fort Phœnix in an official capacity. As he approached the officers' quarters he saw a man apparently transacting some business with an officer in charge. Looking through a window, he saw them secrete a paper in the table drawer, upon hearing his approach. Entering the room Captain Stoddard demanded the paper, which proved to be a pass granted by the fort officer to a New Bedford merchant, allowing passage for his vessel to the lower harbor for the purpose of supplying the enemy's war vessel with fresh provisions. The sequel was the marching of the fort officer through the town on the following day, on his way to Boston for trial.

the terrified condition of the people during these days of anticipated invasion by the enemy.

A party of militia marched to the assistance of the people at Mattapoisett, but the barges passed that place, the enemy showing no disposition to land. On the afternoon of June 13, a meeting of the citizens of Bedford village was held to consult upon the grave condition of affairs and to adopt additional means for the defence of the town. Guards were stationed at different points, who were charged with the duty of giving prompt alarm on the approach of the enemy during the night. We may well suppose that little sleep came to the disturbed households during these weary hours, for at night the signal guns from the fort sent out again their notes of alarm, and once more were renewed the scenes of terror, intensified by the blackness of night. "They are vividly before me now," said Thomas Durfee. "My father then lived on Johnny Cake hill (Bethel street), and my room was on the south side of the house and overlooked the river. At the boom of the first gun I leaped from my bed, and saw the flash of the second as I stood at the window. Hastily dressing, I rushed down stairs, where I found the household in the most intense fright, my mother walking the floor and wringing her hands in terror. I made good time in reaching Captain Nelson's, where I obtained my order for arms and ammunition, and joining the military company, marched to the river and waited in vain for the enemy to land." The cause of this second alarm was the report brought in by a man from the Vineyard who said he saw two barges a mile or two this side of Black Rock. A statement was made by the captain of a Swedish vessel, who boarded the *Nimrod* a few days after to obtain permission to clear his vessel from this port, that they had come for the express purpose of capturing the fort and to burn and destroy the shipping in the harbor, but not being able to arrive before daylight they suspended operations till a more favorable occasion.

After the British barges had left the harbor they proceeded up the bay, and under a flag of truce effected a landing at Wareham Narrows at 11 o'clock A. M. The invading force consisted of 225 armed men in six barges. Their coming was not unexpected, for information of it had reached the town early in the morning. The surrender of the pub-

lic buildings was peremptorily demanded, and the threat made that should the troops be in any manner interfered with, every house within reach should be burned. The demands of the enemy were acceded to, for the town was unable to make any resistance. To make their position doubly secure, the British seized several men and boys who were detained as prisoners, and the enemy declared that they should be put to death if the promises were violated. After stationing sentinels back of the village, the soldiers proceeded with their work of destruction. Twelve vessels were set on fire, five of which were totally consumed. The torch was applied to the cotton factory, but the flames were extinguished soon after the enemy's departure. It was estimated that $25,000 damage was done to the property in the town. These facts were gathered from accounts of the affair that bear the date of June 17, 1814, and over the signatures of the selectmen of the town, Benjamin Bourne and Benjamin Fearing.

The story is told of Billy Freeman, a character of this town, that, observing a squad of soldiers in Squire Fearing's cornfield, he mounted a fence and shouted to the representatives of the British crown, "Say now, you'd better get out of that lively, for if Squire Fearing catches yer he'll give yer h—l." This threat did not seem to alarm the soldiers, for they continued in their work of destruction. When the enemy had departed, some one told Billy that the invaders were English soldiers. This information fairly paralyzed the fellow for a time, and when he had sufficiently recovered, he put straight for the adjoining woods and was not seen again for several days. Billy was well known all about the neighboring towns for his wit and humor. One day he called at Humphrey Taber's store, at Long Plain, to get his mug of cider from the barrel that in the season was always kept on free tap. Mr. Taber drew a large pitcher full and from it poured a glass for him. Disposing of this, Billy took up the pitcher and drained it to the bottom. The proprietor gazed at him with a look of indignation and remarked, "I didn't mean all that for you!" "I didn't mean to drink it all," said Billy, "but the cider was so hard that I couldn't bite it off."

The passage up the bay of this flotilla of armed British barges carried terror to the inhabitants along shore, and every little community was thrown into the wildest excitement. The arrival of the militia from the

inland towns added to the confusion that reigned everywhere; and the inspiring strains of drum and fife, heard along the roads leading to the coast, made the day one long to be remembered. It happened on this very eventful morning that a happy thought came to the young wife of Tilson Denham, then a resident of Rochester town, and for many years afterward a citizen of New Bedford. It was a lovely day to visit her mother at Great Neck, Sippican, the good old name of Marion. It was not long before she was mounted on her saddle-horse, and with her babe in her arms was cantering off through the woods, joyous in the anticipation of her visit to the old homestead. As she emerged from the woods and was entering the village, she found the terror-stricken people packing their household treasures, for the *Nimrod* panic had struck the town, and the same scenes of fright were being enacted that had taken place at Bedford and Fairhaven. Seeing this, Mrs. Denham was soon galloping homeward, making as good time as her horse was capable of doing. When half way home she was suddenly brought to a halt by the sound of martial music and the tread of advancing soldiery. Patiently she waited, and soon there came down the road to the swinging music of fife and drum the Rochester militia company, Capt. Micah H. Ruggles commanding, then on their way to the defence of the seacoast. Urgent as seemed their country's call, the courtesies due to the fair sex were not overlooked, for at the gallant captain's command the soldiers halted, opened ranks, presented arms, and, at Captain Ruggles's request, Corporal Denham left the ranks and escorted his wife and baby through the lines, amid the plaudits of his fellow soldiers. As the company continued their march toward the sea, Mrs. Denham and her baby proceeded on their homeward journey. It is proper to mention the fact that that baby was our well-known and honored citizen, Tilson B. Denham.

The weeks that followed the visit of the *Nimrod's* barges to our harbor, and their subsequent attack on Wareham, resulted in awakening the inhabitants to a keen appreciation of the serious character of the situation. The *Nimrod* still hovered in the bay and was liable at any moment to make an assault on the town. Charles Eldredge said that, with other boys, he often climbed to the belfry of the church, now Phœnix Hall, and watched with eager interest the movements of this

Engd by F.G. Kernan N.Y.

Sylvanus Thomas

brig in the bay. Troops from the interior were constantly arriving. On Monday, June 21, fifty muskets were received from Boston for the use of the Fairhaven militia, and quantities of ammunition were promised in a few days. Let the reader keep in mind that the sole means of protection in these hours of peril was furnished by the State of Massachusetts, the only visible force of the United States government being the two gunboats. These, after an absence of several weeks, returned to the harbor after the alarm of June 13 had passed. Their arrival was sarcastically announced in the words, "No fear of an attack now," and they were spoken of as a species of defence that would make John Bull's dogs laugh.

A number of citizens who were exempt by law from military duty, organized themselves into an independent company, under the command of Capt. Robert Taber and Lieutenant Haskell. June 20 two young men were arrested and examined on a charge of treason, for assisting the enemy in their attempt to enter the harbor and in their attack on Wareham. The evidence was conclusive that both these men were on the enemy's barges, and strong evidence was presented that they had received money for their services. In their defence they stated that they were compelled to take the part they did. They were committed for trial at the Circuit Court in Boston.

July 15, 1814, we find the citizens still active in their preparations for defence. The volunteer company, organized under Captain Taber, had passed to the command of Capt. John Avery Parker (the first president of the Merchants' National Bank). As this company was to meet that evening for military exercise, the editor of the *Mercury* urged "that the numbers of this association be increased to 100 men, and then it would be an efficient force, in conjunction with the militia and artillery, for the defence of the town and shipping. In the hour of peril, when we are deserted by our own pusillanimous national administration, let every true American deem it his indispensable duty to add his exertions in conjunction with our excellent and magnanimous Governor [Strong] to defend the soil and independence of Massachusetts."

The *Nimrod* continued to be a constant menace during the summer of 1814. A short respite from her mischievous work occurred when she left the coast August 5, only to return again after a few weeks' absence.

Traces of her work still exist in many of the old residences. Shot are frequently taken from the roofs of shingled houses in Falmouth. Charles H. Nye says that forty years ago there was a pile of these shot about the base of the sign post of the Lewis tavern in Falmouth. Mrs. A. C. Jennings, daughter of Capt. John Crocker, whose house received such marked attention from the *Nimrod's* guns, says her father fished up from the mill-pond back of the house one of the shot that had passed through the building. Having fitted the shot with a chain he hung it upon the front gate as a weight to keep it closed, and also as a memento of the bombardment.

The *Nimrod* was a great annoyance to the fishermen along the coast, who were frequently captured and set free after their catch of fresh fish had been transferred to the larder of the brig. Records show instances where hundreds of pounds were taken; and so it happened that everybody stood in constant fear of losing his catch. Early one morning a company of Newport boys went down the bay on a fishing excursion, and though a thick fog prevailed, they reached the fishing ground and soon secured a good haul. Their sport was suddenly terminated by the ominous rattle of the morning reveille and the tramp of hurrying feet on board the *Nimrod*, which lay close to their boat, but invisible to the boys because of the fog. They lost no time in raising anchor, and in starting for home.

Early on the morning of July 24 a barge from the *Nimrod* landed at Holmes Hole. The crew proceeded to the house of Capt. William Daggett, took him from bed and carried him off, probably to perform some compulsory service as a pilot. The very boat they came in they had only a few days before captured from Mr. Arey, of that village. But the *Nimrod* was not always successful in her raids. One day she went into Holmes Hole, minus a spar. A boat's crew was sent ashore who took possession of a flag-staff from which floated the stars and stripes. They cut it down and made it ready for transportation to the brig the next day. During the night two plucky Vineyard girls bored a hole in the center of the staff, plugged it with powder, and blew it up. When the British came after the spar the next morning they found it in better condition for kindling wood than for the purpose desired. One of these patriotic girls, Mrs. Harding, died in Vineyard Haven in 1878 at the advanced age of ninety-four years.

July 29 a man was arrested in New Bedford by the deputy marshal, who professed to be a deserter from the British frigate *Endymion.* He stated that he held the position of poulterer and butcher on the vessel He was suspected of being a spy. Miss Charlotte Nelson told the writer the story of his arrest, as she heard her mother relate it, for it occurred at her father's hotel. "A squad of soldiers came down Union street, filed into the dining-room, and seized him as he was sitting at the table. They carried him to an upper room and stationed sentinels at his door and on the street. After a brief detention, the Frenchman (for such he claimed to be) was set free, only to be rearrested after he had mounted the stage coach to take his departure. He was finally allowed to go." Several years after he returned to New Bedford and resided here for some time, teaching French for a livelihood. He often expressed his gratitude to the Nelsons for their care in providing for his comfort while a prisoner at the hotel.

The agitated condition of affairs remained unchanged as the season advanced. Rumors of approaches of the enemy were set afloat that seemed to have foundation, for the New England coast was closely besieged with British war vessels, and they were passing and repassing through Vineyard Sound. This gave good ground for the fears that steadily oppressed the people. A significant item we found in the record book of the Oxford Village Fire Engine Company dated September, 1814:

"At a special meeting of the proprietors of Oxford Engine, held at Nicholas Taber's house, it was voted that the engine be removed to Capt. John Howland's for 'safety,' and it was done without delay."

And so the machine was carried up North street into the back road, passing Master George H. Taber, then six years old, as he stood in front of the house and saw the engine on its way to neighbor Howland's.

September 27 and 28 must have been eventful days for our little town. Five hundred soldiers marched into the village from the towns in the northern part of the county. They passed down the roads to the music of fifes and drums and with ensigns waving, and took their assigned stations along the seacoast line. That there was need of a strong coast guard is apparent, for on October 6, a fleet of six war ves-

sels came down Vineyard Sound and anchored at Tarpaulin Cove. There were three 74-gun frigates, the *Superb*, *Pactolus* and *Armidi;* gun brigs *Forth* and *Narcissus*, and a store brig. With such a formidable fleet in the adjacent waters, we are not surprised at the perturbed state of the community.

A sad accident occurred on Friday morning, October 7, 1814, at Fort Phœnix. A soldier in the barracks was fixing his gun, which happened to be loaded with ball and buckshot. It went off accidentally, the ball passing through two wooden partitions and striking John Dunham, of Attleborough. He expired about four hours after the accident. The victim was twenty-eight years old and left a family consisting of a wife and two children.

In Godwin's life of William Cullen Bryant, who in his early career as a lawyer seriously contemplated settling in New Bedford, are mentioned several events relating to the condition of affairs in our vicinity during the fall months of 1814. In August Mr. Bryant went to Plymouth and received his certificate of recommendation for admission to the bar at the August term, 1815, he in the mean time to continue his studies. In a letter to his father, written October 15, from Plymouth, he makes reference to a portion of the same troops that marched into New Bedford September 25 and 26. He says: "The militia, which were ordered to Plymouth and New Bedford, upon permission obtained by General Goodwin, after he had made a terrible representation to the Governor (Strong) of the dangers which threatened the former of these places, are now about to return. . . . . Two hundred are, however, to be left at New Bedford." Here is an extract that sheds a little light upon the experiences of the people and soldiery, at this time: "Our people here grumbled very considerably at being thus destitute of hands to get in their corn and potatoes, but it was observed, however, that those who remained at home were the most disconcerted. The soldiers enjoyed themselves soundly and were attentively supplied with every comfort and convenience which their situation could admit of." A glance through the letters of this afterwards distinguished poet and journalist reveals many surprising statements that evidently express the state of public opinion at the close of the year 1814. To his father he writes, October 15, showing why he ought to enter the army of the

State, be it remembered, not for the service of the United States: "If I should enter the service of the State, I should procure the means of present support, and perhaps, with prudence, might enable myself to complete my studies without further assistance. I should then come into the world with my excessive bashfulness and rusticity rubbed off by a military life, which polishes and improves the manners more than any other method in the world. It is not probable that the struggle in which we are to be engaged will be a long one, the war with Britain certainly will not. The people cannot exist under it, and if the government will not make peace, Massachusetts must."

It is a matter of record that the legislatures of several Eastern States not only condemned the war with England as "unpatriotic, impracticable and unjust," but took measures of protection against the "violence and tyranny of the United States government." Out of this widespread feeling of discontent grew the celebrated Hartford convention, composed of delegates from Massachusetts, Connecticut, Rhode Island, and New Hampshire. It met December 15, 1814, and passed resolutions phrased in severest terms, condemning the United States government for this needless war. Whatever praise or condemnation be meted out to New England for its bitter opposition to this conflict with Great Britain must be shared by New Bedford, which was in close sympathy with its neighbors. It is a fact that not a single object for which the war was instituted was obtained. The victory achieved at the battle of New Orleans, January 8, furnished the administration with a brilliant setting to the closing scenes of the war.

On Friday night, August 12, 1814, Charles Gilbert was shot dead by a sentry on duty near the gun-house, which was located near the southeast corner of South Sixth and Spring streets. He had been on duty and was on his return from a visit to the stationed sentries in company with a fellow soldier who was on horseback. As they approached the gun-house the sentinel on duty at this point, Nathan Buck, of Easton, hailed the latter and allowed him to pass. He then ordered Gilbert to advance and give the countersign. It is evident from the limited accounts of the affair that he was slow in obeying the command. This hesitancy cost him his life, for the sentinel discharged his musket, the ball entering Gilbert's breast. He fell and immediately expired. The

tragedy created a profound sensation in the town and the sentinel was placed under arrest. A coroner's jury rendered a verdict of willful murder against the prisoner, who was placed in the county jail to await his trial. Nothing was done about it, however, the general conviction being that the soldier had simply done his duty, and he was finally discharged.

Thomas Durfee said that he with his company, Captain Nelson's, was on duty at the time of this unfortunate affair, their barracks being located on South Second street near Walnut. A few nights before he was on duty near the barracks when the grand rounds were made. The sergeant undertook to pass him without giving the countersign and also tried to persuade him to let him have his musket. Instead of complying with this request, he leveled it at him and brought him to a halt. While this parley was going on Mr. Gilbert came to the door of the barracks and ordered Durfee to let the sergeant pass, which of course he did. He heard the sergeant say to Gilbert as he passed into the quarters, "I meant to get that fellow's gun from him if I could." "I would have shot him sure had he attempted it," said Mr. Durfee. These attempts to disarm the sentinels and otherwise bother them were no doubt but tests of their responsibilities. The results were somewhat unfortunate, as in the case of Gilbert, who, it seems, was in charge of the grand rounds.

Mr. Durfee also related an incident of Drill-Sergeant Hathaway who was on the grand rounds, when Captain Nelson's company was on duty. He was halted by the sentry, and the hail "Who comes here?" was answered, "A friend." "Advance and give the countersign." But Mr. Drill-Sergeant was for some reason unable to give it. The sentry covered him with his gun and kept him prisoner until the change of guard. The weather was bitter cold and Sergeant Hathaway did not find the situation one of great enjoyment. He pleaded to be let go, saying "You know me perfectly well." "I know no one without the countersign," was the reply of the faithful soldier.

Mrs. Gideon P. Sawyer remembered the sad occurrence at the gunhouse and saw the dead body of Charles Gilbert as it was carried into his home on North street just below Purchase. Mr. Durfee remarked that Sentry Buck was a disconsolate individual as he saw him in the gun-

house on the morning after the tragedy. Mr. Gilbert was spoken of as an industrious and worthy citizen, on whom a wife and family depended for subsistence. The editor of the *Mercury* closed an account of the affair in these words: "O war! thy cup is a cup of bitterness. Widows and orphans are multiplied, and millions mourn thy cruel devastations."

CHAPTER XIII.

DARTMOOR PRISON.

An Interesting Memento — Impressment of American Seaman — Arrival in New Bedford Harbor of Cartel Ship — A Fragmentary Account of the Arrival — Charles Andrews's Journal — Partial List of Sufferers — Thrilling Personal Accounts — Joseph Bates's Account — Captain McKenzie's Narrative — Militia Rosters of 1814 — Peace — Enthusiastic Celebration.

AMONG the valuable relics owned by Willard Nye, jr., is one that has interest in connection with the Dartmoor Prison. Standing in his museum is a box case with glass front, containing a full-rigged model of a 74-gun frigate. Masts, rigging, shrouds, running gear, flags, are all in place, and correctly arranged. The decks are supplied with everything that belongs to a well-furnished ship. Seventy-four guns may be counted at the portholes and in other parts of the vessel. Boats complete with oars, hooks, and coils of rope hang on the cranes that will swing and allow them to be lowered into the painted sea on which this beautiful craft gracefully floats. The hull shines like polished ivory and looks staunch and strong. This model has an interesting history, and it seems proper to make mention of it at this time. It was made in Dartmoor Prison by Cape Cod sailors who were impressed during the War of 1812. But what gives this craft peculiar interest is the fact that it is constructed of "beef bones" that were served out in the rations. Sheets of bone cover the vessel's sides, and this material enters into almost everything in its construction. It is a fine piece of

mechanism, such as only New England Yankees could construct. When the prisoners were released they brought home the model and presented it to Col. Obed B. Nye, of Sandwich, grandfather of the present owner.

Allusion has before been made to the impressment of 14,000 Americans into the British navy during the Napoleonic wars. This forced service was grievous to render when directed against other nations; but when English guns were directed against their own beloved country, thousands of patriotic Americans refused obedience, and so the prisons and prison ships along the English coast were filled with these brave fellows, many of whom were incarcerated till the end of the war.

It was Saturday, the 25th of September, 1813, when a strange-appearing vessel came into Buzzard's Bay, sailed up the Acushnet river, and dropped anchor in our harbor. She was a large craft of peculiar model and revealed her nationality by the Russian flag floating at the masthead. Her decks swarmed with men, and but for the emblem that betokens a friendly visitor, she might have been taken for an evil presence; and such a company of ill-conditioned, ill-dressed and rough-appearing men might naturally have caused a panic among the peace-loving people of our towns. The absence of arms in the hands of this company, and the shouts and huzzas that floated over the water, indicated that they were friends at least. Prisoners from Dartmoor! Here is the exact entry:

"Marine Diary, New Bedford *Mercury:*

"Arrived—September 25th, 1813. Cartel Russian ship *Hoffming*, Harms, 47 days from Plymouth, England, with 402 prisoners."

Says a writer, a fragment of whose manuscript letter is in the archives of our Free Public Library: "I well remember the arrival of the big cartel ship with the flag of the northern bear at the masthead. Although but a youngster of half a score, that event, like most others which during the war for 'free trade and sailors' rights,' occurred in our then little community, made a strong impression upon my memory. The ship was a large one, one of the largest I had ever seen, and coming to our port with over 400 of our gallant sailors, who had been the victims of English cruelty and neglect in Dartmoor Prison, she was an object of special interest. The two-headed eagle of the Russian Czar came to us freighed with a multitude of our countrymen who had lost

the protection of our own noble land, and had been suffering wrong and outrage in that dreadful house of bondage, the prison at Dartmoor; a place of confinement which never had but one rival in enormity, and that the Jersey prison ship of Revolutionary memory. The Sunday following the arrival of the ship (she arrived on Saturday) was a bright September day, and the poor fellows with their feet once more upon their native soil, with the buoyancy of spirits so characteristic of the sailor," * * * Here this interesting account abruptly ends. As there will be much to relate of this place, it is important that the reader should have an idea of this noted English prison. The following description is taken from a rare book called "The Prisoner's Memoirs, or Dartmoor Prison," compiled from a journal of Charles Andrews, a prisoner from the commencement of the war until the release of all the prisoners, published in 1815:

He says: "The prison at Dartmoor (seventeen miles from Plymouth) is situated on the east side of one of the highest and most barren mountains in England, and is surrounded on all sides as far as the eye can see by the gloomy features of a black moor, uncultivated and uninhabited except by one or two miserable cottages, the tenants of which live by cutting turf on the moor and selling it at the prison. The place is deprived of everything that is pleasant or agreeable, and is productive of nothing but woe and misery. . . . On entering this depot of living death we first passed through the gates and found ourselves surrounded by two circular walls, the outer one of which is a mile in circumference and sixteen feet high. The inner wall is distant from the outer thirty feet, around which is a chain of bells suspended by a wire, so that the least touch sets every bell in motion, and alarms the garrison. On the top of the inner wall is placed a guard at the distance of every twenty feet, which frustrates every attempt to escape, and instantly quells every disorderly motion of the prisoners. . . . Inside of the walls are erected large barracks capacious enough to contain 1,000 soldiers, and a hospital for the sick. This much for the courtyard of this seminary of misery; we shall next give a description of the gloomy prison itself. On entering we find seven prisons . . . situated quite within the walls before mentioned. Prisons 1, 2, and 3 are built of rough, unhewn stone, three stories high, 180 feet long

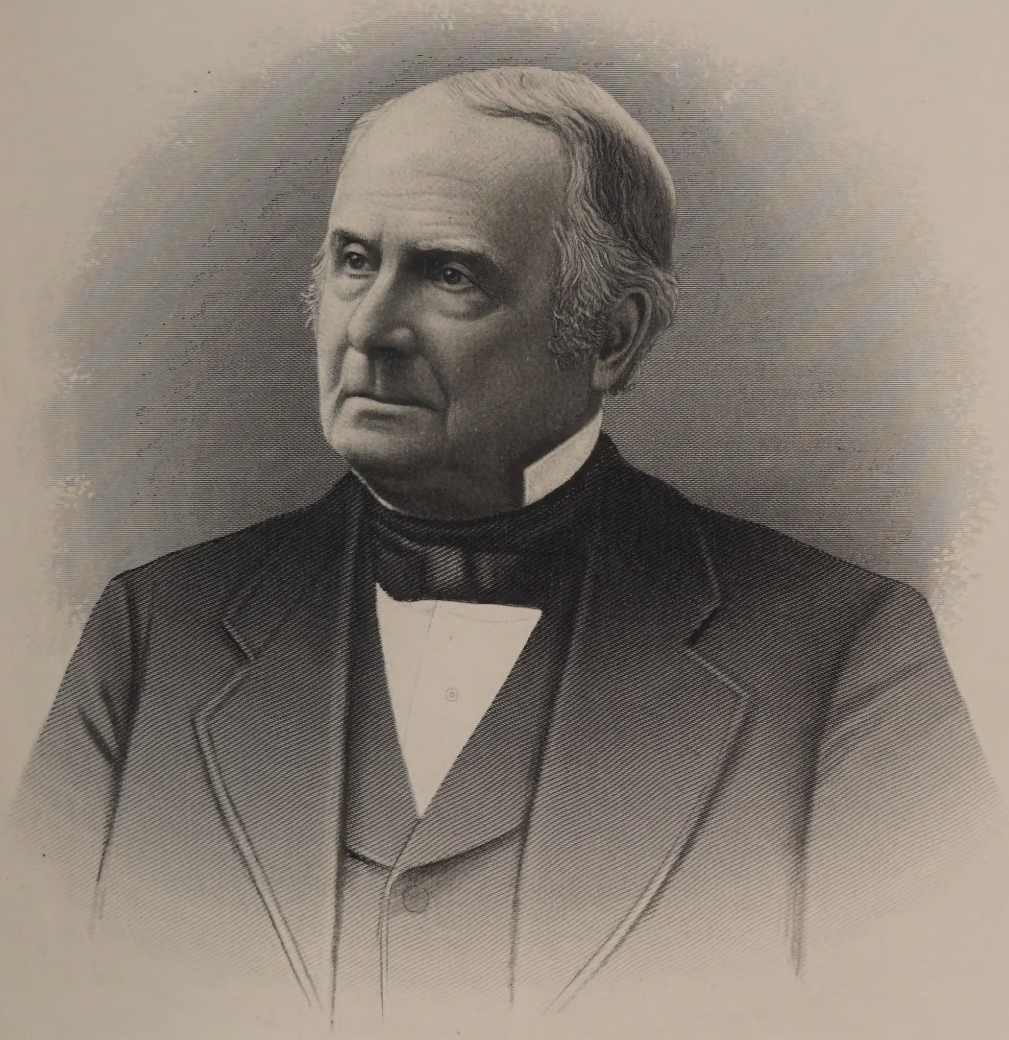
and forty broad, each of the prisons to contain 1,500 prisoners. There is attached to the yard of these prisons a house of correction, called a *cachot.* This is built of large stone, arched above, and floored with the same. Into this cold, dark and damp cell, the unhappy prisoner is cast if he offends the rules of the prison, . . . and remains days and often weeks, on two-thirds his usual allowance of food, without hammock or bed, and nothing but a stone pavement for his chair or bed. These three prisons are situated on the north side. Number 4 is next to these, but separated from all the others by walls on each side. Numbers 5, 6 and 7 are along the south side of the circular wall. To each prison is attached a small yard with a constant stream of water passing through it."

The writer speaks of the weather as constantly wet and foggy, on account of the situation of the prison, which was on a mountain, 2,000 feet above the level of the sea. It was in the midst of clouds during a storm, and hence these fogs and torrents of rain. In the winter it was much colder than the country below.

Mr. Andrews says: "We entered the prison; but here the heart of every American was appalled. Amazement struck the unhappy victim; for as he cast his hopeless eyes around the prison he saw the water constantly dropping from the cold stone walls on every side, which kept the floor (made of stone) constantly wet and cold as ice. All the prison floors were either stone or cement, and each story contained one apartment, and resembled long, vacant horse stables. There were in each story six tiers of joists for the prisoners to fasten their hammocks to. The hammocks have a stick at each end to spread them out, and are hung in the manner of cots, four or five deep, or one above the other. On each side of the prison is left a vacancy for a passage from one end of it to the other. We were informed that the prisoners must be counted out and messed, six together, every morning by the guards and turnkeys."

These extracts are sufficient to give the reader an intelligent idea of this prison, in which were thousands of American citizens; among them were many who belonged to our own and in neighboring towns.

The opportunity has long since passed for a complete record to be made of the prisoners of Dartmoor and of other English prisons. These



Eng.d by F.G. Kernan, N.Y.

Augustus A. Greene

men have all passed away, and with them much that would be of interest to their descendants. Scores of sailors belonging to New Bedford and to our neighboring towns were taken from merchant ships sailing from our harbor, and were either forced into the English service or incarcerated in English prisons for refusing to fight against their own flag. From the limited resources now available the following facts have been gathered:

New Bedford men who were prisoners in Dartmoor: Daniel McKenzie, Edmond Allen, Clement P. Covell, John Underwood, Captain Sawdey, Jacob Taber, James Rider, Humphrey Maxfield, Elijah Tobey, William Dunham, David Shepherd, James Tilton, Richard Luscumb, Martin Sutten, Enos Chandler.

Amasa Delano died at Dartmoor, November 18, 1813.

John Montgomery died at Dartmoor, February 25, 1814.

Matthew Stetson died at Dartmoor, February 22, 1815.

Martin Sutten died at Dartmoor, February 22, 1815.

Captain Swain escaped from Dartmoor, October, 1814.

Mr. Russell escaped from Dartmoor, December, 1814.

The Fairhaven men were: Joseph Bates, James O'Neil, Lemuel C. Wood, Charles Proctor.

Acushnet.—Samuel Parker.

Holmes Hole.—Peter Amos died at Dartmoor, February 18.

Westport.—Henry Alden.

Tiverton, R. I.—Samuel Cook.

Gayhead.—John Jennings died at Dartmoor, February 22, 1815; Joseph Williams also died there.

Nantucket.—William Davis, Caleb Coffin, Shubæl Folger.

New Bedford men who were confined in prison ships at Chatham, England: John Brown, Asa Bumpus, John Fitz, John Barks, William Denning, John Jackson.

Nantucket.—Benjamin Melvin, Ebenezer Skinner, David Pinkham, Reuben Moslard.

Holmes Hole.—Henry Dison.

In prison at Cork, Ireland.—John James, of New Bedford.

Isaac Bly and Peter Amy suffered imprisonment during the War of 1812 in prison ships.

The following Dartmouth men were confined in the Mill Prison, at Plymouth, England, during the Revolutionary War: William Cuff, Henry Wrightington, Samuel Knast, John Hathaway, James Rounds, Silas Hathaway, Prince Hart, Humphrey Potter, Ebenezer Willis, Absolam Nero, Thomas Brightman. They were captured in sloop *Charming Sally*, January 16, 1777.

Daniel Ricketson and son, grandfather and father of our historian, Daniel Ricketson, merchants in Bedford village in the early years of the century, sent a ship to London laden with a cargo of oil. Thence she went to Bremen and took on board a cargo of iron. While in the North Sea she sprang aleak and went into Greenock, Scotland, for repairs. While these operations were in progress, war was declared between the United States and England. The vessel was seized by the British government, and the crew sent to Dartmoor Prison. When the ship lay in London docks, the captain (Sawdey by name) purchased, at the request of the junior member of the firm, a gold watch with an old fashioned double case, which cost at the time twenty or thirty pounds sterling, regarded a great price in those days. This watch the captain kept during his imprisonment and on his return brought it to our historian's father, Joseph Ricketson, which was all that was ever received from ship or cargo. The matter was twice brought before the English admiralty court for adjustment, but without success. One of the crew was Samuel Parker, of Acushnet, who died twenty years ago at an advanced age.

Among the vessels captured during the War of 1812 was the ship *William Rotch*, of this port. Among her crew were two New Bedford men who were thrust into Dartmoor, James Tilton and Richard Luscumb, both of whom will be remembered by many of our citizens. They lived to the advanced age of eighty-three and eighty-six years respectively. Mr. Tilton brought home as mementoes of his prison life a large pitcher and two bowls. These he probably purchased of the peddlers who, as Mr. Andrews, in his book, says, "to the number of twenty or thirty, were allowed to daily hold market in front of each prison," and who supplied the prisoners with such provisions, clothing and other articles as their limited means would admit of their purchasing. The pitcher, now owned by his son, Edward M. Tilton, is of

white ware and highly decorated with patriotic emblems. It bears on one side the picture of a full-rigged American whale ship that Mr. Tilton thinks is a representation of the ship *William Rotch*, from which his father was taken. It is a valuable and interesting relic, and highly prized by the present owner.

A list has already been given of New Bedford ships captured during the first three months of the war. Among these was the ship *Catharine*, valued with cargo at $60,000. John James and John Underwood belonged to her crew. They were both made prisoners; the former was put in a prison at Cork, Ireland, and the latter at Dartmoor.

Among the names in the list of Dartmoor prisoners is that of Joseph Bates, of Fairhaven. In his autobiography, published in 1859, are found many thrilling incidents that are connected with his experience as an impressed seaman in the English navy, and as a prisoner at Dartmoor. At the early age of fifteen he went to sea as cabin boy in the ship *Fanny*, Capt. Elias Terry, which sailed from this port in June, 1807. After an experience full of exciting adventure he found himself, with a number of fellow sailors, in Liverpool, April, 1810. He says: "A few days after our arrival a press-gang (an officer and twelve men) entered our boarding-house in the evening and asked us to what country we belonged. We produced our American protections, which proved us to be citizens of the United States. Protections and arguments would not satisfy them. They seized and dragged us to the 'rendezvous,' a place of close confinement. In the morning we were examined before a naval lieutenant, and ordered to join the British navy. To prevent our escape four stout men seized us, and the lieutenant, with his sword drawn, going before, we were conducted through the middle of one of the principal streets of Liverpool like condemned criminals ordered to the galleys. When we reached the riverside a boat well manned with men was in readiness, and conveyed us on board the *Princess*, of the royal navy. After a rigid scrutiny we were confined in the prison room on the lower deck with about sixty others who claimed to be Americans, and impressed like ourselves. This eventful epoch occurred April 27, 1810."

An attempt to regain their liberty by breaking the bars of the portholes and thus to escape by swimming ashore was met with severe pun-

ishment, the Americans being taken one after another and whipped on their naked backs in a most inhuman manner. In a few days he and others, pronounced in good condition, were transferred to the stationary or receiving ship, *Saint Salvador Del Mondo*, at Plymouth, where he found about 1,500 other victims like himself. In three days he was drafted, with 150 others, and sent on board His Majesty's 74-gun frigate, *Rodney*, Commodore Bolton.

During the weary months following, earnest effort was made by Mr. Bates's father to get his release from the English navy, but without success. Then came the declaration of war. In the squadron of ships in which he was a sailor there were more than 200 Americans. They rebelled against their position. A committee of six, of which Mr. Bates was one, walked to the quarterdeck and addressed the commanding officer as follows: "We understand, sir, that war has commenced between Great Britain and the United States, and we do not wish to be found fighting against our own country; therefore it is our wish to become prisoners of war!" Their patriotic request was rewarded by an order to go below, and they were then placed at the pumps for exercise. Their scanty allowance was cut down one-third, and the men otherwise ill-treated. They soon, however, were recognized prisoners of war and relieved of the routine work of an English sailor.

Passing over chapters full of exciting scenes we find Mr. Bates at last a prisoner at Dartmoor in the summer of 1814. His description of the prison harmonizes with that of Mr. Andrews, which has been given. At the time he entered Dartmoor there were 6,000 Americans confined there. He says: "We were guarded by a barrack of 600 soldiers, were counted out in the morning and driven in at sunset. It was quite a sight when the sun shone to see those who desired to keep themselves decent seated in groups about the yard cleaning their blankets and beds from vermin." Sorrowful, indeed, are the tales Mr. Bates tells in his little book of his sufferings during these weary months, and it is a fair conclusion that his experience was typical of that of the great army of men who were his fellow prisoners. When the glad news of peace reached them in February, 1815, Mr. Bates says: "Shouts of rapturous joy rang through our gloomy dungeons such as most likely will never be heard there again. What! about to be liberated; go to our

native country and gather around the paternal fireside once more! Yes, this hope was in us, and it seemed sometimes as though we were almost there." At this time the prisoners were engaged in the herculean task of opening a subterranean passage to the outside of the prison walls, and Mr. Bates makes mention of Capt. Lemuel C. Wood, of Fairhaven, who lived in the prison, and with whom he had friendly intercourse. Captain Wood informed him of the difficulties encountered in working in this stifling hole after they had made considerable progress. The men, returning from their task with a small bag of dirt, would be black in the face and nearly exhausted for want of breath. Their great hope was to get to the seacoast and, by seizing a vessel or boats, to reach the coast of France. Their well-nigh successful plans were defeated by the treachery of one of the prisoners, who was liberated as a reward for his base betrayal.

Mr. Bates was a witness of the massacre that occurred in the prison April 6, 1815, when seven prisoners were killed and sixty wounded. Mr. Bates was liberated April 27, 1815, after two and a-half years' service in the British navy and two and a half years as a prisoner of war. With 300 other liberated Americans, he embarked in the cartel ship *Mary Ann*, Capt. Carr, for the United States. When a few days out they discovered that the plan was to land them at James river, Virginia. As the greater part of the prisoners were New England men, they revolted, took possession of the ship, rounded Block Island and anchored off New London. Here a company of Massachusetts prisoners chartered a fishing smack, and twenty-two of them were carried around Cape Cod into Boston. Here Mr. Bates met a friend and townsman of his father's, Capt. Thomas Nye, who lent him twenty dollars with which to buy decent clothing. "The next evening, June 14, 1815," Mr. Bates says, "I had the indescribable pleasure of being at my parental home in Fairhaven, surrounded by mother, brothers, sisters and friends, all overjoyed to see me once more in the family circle, after six years and three months absence from them."

Among the best known of New Bedford citizens who were prisoners at Dartmoor was Capt. Daniel McKenzie. He was a man of fine presence and genial disposition, and occupied a prominent position in the local affairs of the town. We find in the *Mercury* a paragraph alluding

in complimentary manner to a public address he made, in which he told the story of his prison life at Cape Town and Dartmoor during the war of 1812. That was a half century ago. About twenty years later, his son, Alexander McKenzie, D.D., of Cambridge, wrote the following narrative from notes and papers of his father, and called it "An Old Sailor's True Story." It is in reality a vivid portrayal of Capt. McKenzie's actual experiences. He was nineteen years old when taken prisoner and died in 1854, sixty years of age. He lies buried on Maple avenue in Rural Cemetery. By special permission of Dr. McKenzie, the narrative is given in this history.

Dr. McKenzie visited the Dartmoor Prison in 1887. He says:

"It is now greatly enlarged to a common prison. Building No. 5 in which the Americans were, is now used as a tailors' and shoemakers' shop. In a field near by is a monument in memory of the American prisoners who died between the years 1809 and 1814, and lie buried there."

"On the old gate is the inscription: 'Parcere subjectis.' A Wesleyan chapel is on the spot where was the market-house where the prisoners exchanged for meat the trinkets they made from bones. The whole place is very high and very dreary. The prisoners must have had a dismal time there. The 'true story' which follows was written from my father's account, and is substantially as he wrote it. I see that it is substantiated in some points by other narratives."

CAPTAIN MC KENZIE'S NARRATIVE.

I will tell you something of my experience during our late war with England. When the declaration of war was made I was boatsteerer on board an American whaleship, cruising in the Pacific Ocean for the spermaceti whale. In 1813, on our homeward passage, we were intercepted off the island of Trinidad in the South Atlantic by a British ship of war, on her eastward voyage to China. The process of capture at sea when belligerent parties meet, and only one is armed, is very simple. In our case we had approached our enemy in a dark and foggy night, and when daylight appeared were very near him. A shot was thrown across our bows, and the English colors hoisted. We hove to and set the stars and stripes. An officer was sent on board, who inquired the

name of our ship and to what nation we belonged. Our captain informed him that our ship was owned in the United States and we were Americans. The officer then informed us of the existence of war, and that we were prisoners to His Majesty's ship of war, the *Acorn;* he ordered us and our baggage into his boat, and in half an hour we were on board the *Acorn.* Our ship was manned by Englishmen, and we were in the enemy's, on our way to the Cape of Good Hope, bewailing our unfortunate condition, while John Bull rejoiced in his success. In this ship we suffered exceedingly from a short allowance of provisions and water. Many offers were made to us Americans to enlist in the English service, to all of which we replied with indignation. After a tedious passage of forty days, we arrived with both ships at Cape Town, a British colonial settlement at Cape of Good Hope. The day after our arrival we were put with our baggage into a launch, and to the exceeding mortification of our captain, who was a very gentlemanly man, he was ordered into the same boat, and we were towed to shore by another boat about half manned. This I noticed afterward was a common specimen of British courtesy toward Americans when in their power. On landing we were drawn up in line, counted several times, and, after our marks, description, and age had been taken, marched under a guard of soldiers to prison, where, as misery likes company, we were happy to find about two hundred of our countrymen. Our ship and cargo was sold at auction, and the proceeds swelled the British treasury; my share I have not received back and rather think I never shall. During my seven months' stay at the Cape prison, we were kindly and indulgently treated; we could obtain leave of absence from prison on parole, in order to work in the town or country—our employers giving a small bond for our appearance when the officers should call us in.

I will describe the prison and prison life as I found them. Our location was a little back of the town, and at the base of the famous Table Mountain. The prisons were built of stone, flat on the top, and twelve feet high and encircled by a high wall. We were guarded by soldiers, and sentinels were posted at the gate and in front of each prison. We obtained water from a clear brook that passed a few yards from our gate; we had access to this brook through the day, guarded by a sentinel, whose duty it was to count us out and in. We used not unfre-

quently to confuse him by rushing out in a crowd for water; this was done when a party wished for a cruise to the town. As the sentinel could not leave his post, the rogues would crawl along the brook protected by the bank until out of sight. On their return they would mingle again with their companies, and, in another crowd, regain the prison and escape detection. Sometimes they were caught by the sentinel when returning, or were missed by the turnkey when he called the roll, our companions to whom was intrusted the duty of answering to our names, failing to imitate our voices. In this event, the runaways were punished with forty-eight hours of solitary confinement, sleeping on stones, and living on bread and water. To escape from the prison was never thought of; indeed, it seemed impossible, as the colony was surrounded by savage African tribes. As I have said, we were kindly treated, better even than we deserved; for we were mischievous and troublesome, and lost many indulgences through our own recklessness. We were first allowed a daily walk, under guard, around the town, but the liberty party one day, in a drunken frolic, having broken a resident's fence, we lost this pleasant recreation. I often heard the English say, not only at this prison, but on board prison ships, and subsequently at Dartmoor, that Americans were the most difficult to govern of all the nations they had held prisoners. Their zeal in hatching up plans to annoy their keepers; their bold and indomitable spirit, leading them to break down all order and discipline; their astonishing tact in meeting and overcoming all obstacles; their coolness and readiness in emergencies—all these qualities made them captives hard to hold. The secret was and is, that Americans are free, and feel it everywhere and always.

To illustrate what I have said I must give you a few incidents. We were allowed lights in the prison until 8 o'clock. At that hour the sentinel would order them out, not unfrequently, however, if he happened to be a clever fellow, and an old acquaintance, he would manage to forget the order, and the lights would burn till 9 or 10. A frequent repetition of this indulgence nearly rendered it a custom. Our evening employments were various; some mended their clothes, some plaited the palm leaf into hats, some played cards, checkers, and other games. One evening a party of us were playing cards; a Scotch guard was on, always more precise in enforcing orders than the English. At 8 o'clock the sentinel

ordered us to put out the lights. We replied that the game was nearly ended and then we would do so. The sentinel again harshly called out, "Put out the lights." We laughed and replied we would when we were ready; the sentinel's frenzy put us in a mood for fun. He gave the alarm and soon the sergeant and all the guard were at the door. While they were forming outside we within took our hammock lashings, tied them together, and fastened one end to a ring in the door which opened outward. Having no place to which to fasten the other end we all sat down, and, bracing against one another, held the door fast. The sergeant ordered out the lights. After calling him sundry hard names we peremptorily replied that we would not put them out, all the while holding the door while the soldiers outside tried to get it open and threatened to fire in if we did not put out the lights or open the door. We called them cowards and fools, and told them they did not dare to fire. As there was nothing by which they could open the door, they took hold of the bottom and sprung it till we could see the ends of their fingers. At length one of us said: "Let us slacken the rope a little and pinch their fingers." We slackened it, and instantly the ends of three or four dozen fingers came in sight around the edge of the door, when the word was given, "Pull!" and pull we did, while they shrieked in their agony and we mingled our wild laughter with their cries. Poor fellows! they had to extricate themselves, or their companions for them, by prying off the edge of the door with the points of their bayonets. When they were liberated, they retired to the guard-honse, probably to poultice their fingers. We fastened our door to a stake and retired from the scene, leaving the lights to extinguish themselves. The sergeant was ashamed to report his defeat, and so the affair ended.

Soon after this the crew of a captured French frigate arrived, and they, about 500 in number, were marched into prison—a filthy and disgusting set of men. After a short consultation among ourselves we concluded not to admit them, as there were other buildings in the yard unoccupied. We called accordingly on the agent of the prison, Lieutenant Mears, a crusty and superannuated naval officer, and remonstrated against living with Frenchmen. He replied that no more prisons would be opened until these already open were filled. We retired to our apartments and resolved ourselves into a committee of the whole on

ways and means to keep out the Frenchmen. We concluded under the circumstances we had better fight it out. We knew the guards would not dare to fire on us, and that we could easily enough beat the Frenchmen. We organized for the combat, placing the strongest in front and others in reserve. All this was done very quietly, while without was a great noise—a confusion of tongues and no interpreters. We remained sullen and still, "nursing our wrath to keep it warm." When they had finished counting, examining and numbering the poor foreigners, they ordered them to take their traps and move on. Poor Johnny Crapaud was at a loss what to do; but as the guards pressed the hardest he marched to the door. Then came the tug of war. After a short battle the French retreated and we were masters of the field. We thought we had finished the business of the morning very comfortably. The lieutenant called us scoundrels and rebels, told us if we were in any other than English hands we would be shot, and then ordered other prisons opened for his new captives.

I have one other story to tell on this point. Complaint was made by the turnkey of the prison that the Americans, notwithstanding the most vigilant watch, would escape from the prison and roam about the town for days together, often committing depredations. The commander in-chief, General Beard, a fractious old soldier, who, we were told, fought against Washington in the Revolution, and who had been defeated, inquired why the prisoners were not missed when the roll was called. The turnkey replied that every man, so far as he knew, answered to his name morning and evening; at least every name was answered to. The general inquired if we were drawn up in columns at the roll-call. "No," replied the turnkey, "they will not form a line; they say sailors are not soldiers, and were never intended to be." We had an object in this refusal; for if drawn up in line we should be unable to answer for one another in case of any absence. The general said he would come in person, with a hundred men, the next morning and try his skill at drilling us. We had timely information of his intention.

It may be well for me to describe the way in which our old French friends were daily drilled. The first two men out would stand one on each side of the door; the next two by their sides, and so on till all were arranged far enough apart to allow the turnkey to pass between

the lines. This, by the way, was very amusing to us; for, since the poor man had unfortunately lost one eye, he had to count up one side and down the other; and when he came to the head of the column, some Yankee would call out "About face, backward march," greatly to the annoyance of the turnkey.

Now for the only military drill of my life. At the time appointed, General Beard with his officers and men, arrived. The prison yard was capacious and level, and he easily arranged his troops with sound of bugles and trumpets. The Americans were then ordered in front of the military, when the general addressed us in a short but commanding speech. He told us we were prisoners of war—it so happened we had found that out before; that he knew much of our country and its history, and that we were fortunate in falling into so good hands; that it was a happy circumstance we were of the same origin, and spoke the same language with themselves; that the object of his visit was for our good, and if we would attend to a few simple regulations, it would be for the advantage of all concerned. After this address he ordered a half-dozen lieutenants, sergeants and corporals to form us in line. I was the first man placed. I was directed to turn my feet out, keep my arms down and my head up. One after another some forty or fifty were placed on the same line, when we began to nestle and get out of position, and the general to scold, while the other officers were doing their best to remedy matters. We laughed at them long and loudly. The general rode up and down the line, complaining that it was not straight, and we meant it never should be. We were ordered to "dress front." We had arranged beforehand not to understand the order, and all was confusion, when all at once our well-known bugle sounded. We had a large crooked-necked cow's horn which we called a bugle, and used to call all hands to dinner. One of our comrades, a queer fellow named Smith, had concealed this under his jacket with the end near his mouth, and now gave the dinner call. We turned and simultaneously set up a roar of laughter. The general was amazed; the horses neighed and reared, and a more ludicrous scene I never beheld. Smith was taken away, and the brave general rallied and tried twice more to arrange us; but an evil spirit seemed to have taken possession of us, and arranged we would not be. No words of mine are sufficient to express

the wrath of the disappointed general, and I do not believe that all the generals in Great Britain could have formed us in a line after our horn sounded. The general called us stubborn, stupid, rebellious scoundrels; then turned to leave us. We bade him good-bye, reminding him that this was not the first time he had been beaten by Americans. No other attempt to drill us was made at this depot.

But after all, as I have before said, probably never were prisoners more comfortably situated. The climate was mild and beautiful, the soil rich and generous, and the market loaded the year round with the products of the country, and the shores were visited by a great variety of the finest fish in the world, and a sad mistake we made by asking to be removed to England, thinking there to be more in the way of an exchange; for before we reached England the exchange had stopped, and we were compelled to drag out a miserable existence in a loathsome prison till the war should terminate. But of this by and by.

In July, 1814, the returned East India convoy arrived at the Cape under the protection of the *Denmark*, ship-of-the-line, and the *Stag*, frigate. These ships had lost many men by sickness, and we Americans were asked to join them, as seamen for the passage to England. Twelve of our number, including myself, accordingly joined the *Marchioness of Exeter*, Captain Baines. This was the largest of these fine ships, all of which were in reality ships of war, having batteries of heavy cannon and a marine guard of musketry, with uniformed officers and regular gradations of rank and promotion. Besides our officers, we had 100 English sailors, fifty Lascars and Chinamen and 300 company's troops, which were quartered at the guns in time of action. This was the most remarkable voyage of my life, and I must describe it somewhat in detail. We had never before sailed in an English merchant ship and could but notice a great difference in the usage and fare here, and on board one of our own ships. Our daily rations were a scanty supply of half-cleaned Bengal rice, a pint and a half of water, and a good allowance of salt meat, much of which we could not eat on account of our limited supply of water. We had no bread, flour, peas, beans, tea or coffee, which made a good variety in an American ship. Now an American sailor is very jealous of the rights of his stomach; and to avoid any future trouble we made an agreement previous to enlisting that bread should

be daily given us, but for thirty days after we sailed only the rations just mentioned were received.

We were badly treated and worked hard and we decided that something must be done. After consultation we decided we could get on very well if bread was allowed us, and remembering our agreement, we unanimously resolved to do no more duty without bread, but how to get it was the question. I was appointed to lead, and the rest were to follow to the quarter-deck to lay before the proud and lace-bound captain our complaint and our determination, and it was agreed that all would consent to any arrangement I should make. To the quarter-deck we went; the captain sent the second officer to inquire our business. I replied that we wished to speak to the captain. Accordingly he approached and asked what we wanted. I answered we had come to remind him of a contract he had made when we joined his ship, that bread should be daily served to us, which contract had not been kept, though we understood there was bread on board. The captain replied angrily there was bread on board and that at a proper time we should have it. I replied that he would, of course, manage the economy of his ship in his own way; but that, so far as we were concerned, we should discontinue work till we had the bread. This he did not much seem to like, and he asked me if Americans could not subsist on the same food as Englishmen. I answered that I had no doubt Americans could do all that Englishmen could, but whether they would or not was another matter. The result was, we were ordered under arrest and a guard placed over us. Soon after, the cutter was manned and I, with a companion, one Frank Rich, was ordered into it, and our captain followed. We pulled to the flagship, where our captain had an interview with Commodore Baker, after which I was ordered to the quarter-deck where stood the commodore and Captain Baines, with a dozen officers in a semi-circle, a very imposing spectacle—at least, considering the occasion. The commodore asked me my name, which I gave him, reminding him at the same time that I was born in the United States. "Are you sick?" he then asked. "I am not well," I replied. "You are not sick, but discontented," he continued. "I understand from Captain Baines that until you twelve Americans came on board his ship he had a very orderly and faithful crew, but since then your influence has created a disaffec-

tion among the Englishmen, and your conduct to-day, in demanding a change in your rations, was mutinous; but, in consequence of your being prisoners of war, he has referred your case to me. Now, what have you to say?" "Well, sir," I replied, "I think I have something to say, not only for myself, but for my countrymen also, and I thank you for the privilege of speaking. You say, sir, that I am not sick, but discontented. I can give you a reason for it. I am discontented at being a prisoner of war by the enemies and oppressors of my country, and at being treated in a manner so different from the usage on board American ships; but, perhaps, with regard to my health I may be as good a judge as any one. Sir, in the United States we are all corn fed, and I have no doubt a change from English to American diet would improve the health of all of us. I deny the charge of creating disturbance among the English sailors—it would be hard work to contaminate you. I have never seen dogs used as the men are in this ship." I reminded him of our "bread contract," and that we only were parties to it, and of our contention with Captain Baines, in consequence of which we were before him. To all this the commodore replied, "I have heard your complaint; now do you return and bid your companions from me to return to duty, and tell them if you will be satisfied with the same treatment the English sailors have, I will think no more of your hasty conduct; but if you fail to do this, you shall all be brought to this ship, put in irons, and confined in the fore lazarette, where you shall be fed on rice and water, with two hours' fresh air, one in the morning and one in the evening." I bowed, thanked the commodore, and asked him if this was a fair specimen of British magnanimity toward defenseless prisoners of war. He made no reply, and beckoned me forward. As I left him I said I had no idea my companions would comply with his directions until our demand was granted, that Americans did not settle affairs in this way. Frank, my companion, was told very much the same. When we returned to our own ship I reported progress to my associates, who were still under arrest, and we agreed to hold out, consoling ourselves with the thought that at some day we might be able to pay them off in their own coin. Soon after this the chief officer came to us with a message from the captain requesting our return to duty, and promising his influence on our arrival in England to obtaining our liberty. We an-

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swered that Captain Baines had once deceived us, but would not again; that our motto was "Bread or the *Denmark's* lazarette." He left soon, but returned, saying: "Well, my brave fellows, go to your duty, and to-morrow you and all hands shall have bread served out to you," and so it was.

Nothing more of interest occurred till we reached the Bay of Biscay. Our passage was, however, so protracted that for several days before reaching England we were reduced to half allowance of provisions. In the Bay of Biscay, in October, we were visited by a most violent gale; for three days and nights it raged with unremitted fury. We lost several spars and sails and a heavy sea broke our rudder. The ship labored excessively; and her seams opening, the water poured in, and six pumps were in constant use in keeping her from sinking. The heavens were as black as pitch, the storm howled through the rigging, the sea piled up like mountains around us. Thus we were lying deluged, wrecked, affrighted, for seventy-two hours, wrestling with the storm and struggling with the waves. At this frightful juncture we were informed by the captain that we had but two days' provision on board, even at half allowance, and that if the storm should continue many days, as very likely it might, we should be driven to an execution in the ship. I never can forget the horrors of that hour. My first thought was that if we were in such an exigency that the American would be the first sacrificed. Amid my musings an old gray-headed Irish sailor who stood near me said, "Well, if we come to that we'll eat the soldiers first." But thanks be to Him who rules the whirlwind and the storm, the wind fell before our provisions were exhausted, the violence of the storm was stayed, and through a broken cloud appeared the sun to lighten, and warm, and cheer the weary mariner. A strange sail had been driven near us by the storm, which proved to be an English transport laden with provisions, and our whole fleet, with the exception of a brig that had foundered, replenished its stock. A cheering hope of surviving the voyage beamed in every countenance; a fair wind sprang up, we repaired our damages, bent new sails, and in a few days reached our desired haven.

On the third day after our arrival at Blackwell, a king's cutter came for us, and took us to the provision ships at Chatham. Again and

again did we beg to be paid our wages before leaving our ship. Captain Baines acknowledged he owed us $30 each, and promised to send us the money. So great was our surprise and indignation at this foul treachery, that as we left we poured forth our imprecations upon the captain, his country and his king. After all our sufferings we were robbed at last. My wages I have never received, though I understand a part was sent to Dartmoor Prison after we left. As night approached, and we were sailing down the Thames, my fellow prisoners suggested a plan to rise, take the cutter, throw the guard into the river, and run to France. They fixed on me to command and navigate the vessel. I replied to them that to capture the cutter by surprise would be very easy; but to sail in the night time clear of the rocks and shoals, without chart or pilot, was quite another affair, and to run the gauntlet through the channel fleet in the daytime would be quite impossible. As our chance of success was quite small, I advised that we should not attempt it. Most bitterly did we all afterwards regret our decision, when we learned, by our own sad experience, that the time to escape from an inland English prison is before you get in.

The next day we reached Chatham, where were lying several old line-of battle ships, which had for many years been used as depots for prisoners of war, but now were entirely deserted, as the American prisoners had been removed to Dartmoor. When the inhabitants learned of our arrival, they prayed the authorities not to allow our remaining, saying that while the last American prisoners were there, they had been in constant fear, sleeping with their swords by their sides, and their pistols under their heads; and that they had rather have 1,000 Frenchmen than 100 Americans. When the captain told us this we felt highly flattered. It was pleasant to think we were still of some consequence, and though prisoners, were able to annoy the enemies of our country. We were ordered to Gilliganreach, and put on board the frigate *Quebec*, a receiving ship. We were greatly amused and interested at finding Englishmen with feelings like our own, and also suffering; for there were 100 freshly-pressed men, who never before had been on ship-board. They were farmers, tradesmen and mechanics, and told us they had been kidnapped by press gangs and brought there. They had been taken from their workshops and their farms, and with

no preparation, hurried on board ship, whence they were destined for ships of war. Strange questions they asked in relation to the treatment and usage on board ships of war; and their dresses of velvet and corduroy, with knee-buckles and shoe-buckles seemed a new rig for sailors.

After a short stay here we were removed to the frigate *Clorreud* at Spithead. Here we were abused for another month. We were crowded between two guns, and though the weather was intensely cold, the ports near us were kept open, while all others were shut; and every morning as the decks were washed, water was maliciously thrown on us. We almost thought they intended to freeze us. In this frigate we were taken to Portsmouth and put on board the *Puissant*, an old French frigate. Here we found some 500 of our countrymen, and among them many old friends from the Cape Prison; and many hours we passed in the narration of what we had seen and suffered since we parted. We remained here some six weeks and were kindly treated, with a plenty of room and of food. Our wash day, or rather washing night, was a sportive time for us. Before night we started some 400 or 500 gallons of water in the cook's coppers. At 4 o'clock in the morning we were turned out to wash our clothes, and the scramble for a tub, a piece of candle or soap, gave us much fun. This ship had been at her present moorings for nineteen years, and several whole families had long been on board. One woman showed me her daughter, a girl of thirteen, who had never been out of the ship. She also told me that she was on board the ship during the great mutiny in the navy, headed by Parker. Portsmouth was a great naval depot, and for several days, during the trial of the mutineers, the court was held in this ship. I remember one part of her narrative she always gave with great feeling. She said the trials were very short, and many were hung on the smallest evidence of guilt. One day there came on board for trial a crew against whom the only evidence was the boatswain's wife, and as fast as she pointed out those implicated they were executed. In the crowd and hurry she accused a man who had at hand evidence which proved he had never been on board the ship in question. The woman was charged with perjury, the noose slipped over her head, as she stood on the deck, and she was run up to the yardarm, and then the court adjourned. Such at least was the story.

One day there came on board our ship a party of American militiamen, Vermonters, taken in Canada, and a motley set of fellows they were, with their high, pointed, woolen caps and their pepper-and-salt clothes. The English made sport of them, and we ourselves were really ashamed of their appearance. Almost daily new recruits joined us, some of recent capture, others brought from other depots. We remained peaceably until the arrival of 150 Americans taken on the lakes. They were said to be sailors, but we could not tell why, as they were very much different from old salts. These fellows were anxious to get on shore or to some inland prison. We remonstrated against being moved, having passed through changes enough to make us contented with our present situation. Several unsuccessful attempts were made to escape by swimming in the night. This led to the removal of some 300 to Plymouth, the nearest seaport to Dartmoor.

On our way to Plymouth an incident occurred which I cannot pass over in silence. It happened one night that a party of Americans, who had been drinking, got into a quarrel; the sentinel interfered, who was knocked down, and the alarm flew that the Americans were going to take the ship. The guard of the ship was called and marched against us to the berth deck, where we had a pitched battle, though at great odds, as we had no arms but those nature had given us, or which chance had thrown in our way. The result was that one American was killed, several badly wounded, who were sent to the hospital, and some five or six pushed into the hold and confined. These prisoners we could communicate with, and they requested me to procure their release (one of them, by the way, was Frank Rich, my colleague in enforcing the corn law, or bread rather). The officer declined, saying he should transcend his powers in releasing those the captain had confined, and they must wait till he returned. They swore if they were not released to blow up the ship. Soon after, when all was quiet, one of them, greatly excited, came to the hatchway, calling out that the fellows were in the magazine. Great was the alarm; down went the captain of the marines, and followed aft the passage the prisoners had made through several plank bulkheads to the magazine. There sat a drunken fellow, with one hand taking the head from a keg of powder, and holding in the other a lighted candle; the powder was already in sight and in a moment more the flame

would have reached it. The man was dragged on deck, where the first thing he said was, if he had been left alone he would have given us a merry Christmas, for it was Christmas morning. We were told these men were doomed to solitary confinement during the war.

On landing at Plymouth, we were marched a distance of twenty miles, through a deep, melting snow, without food. At nine in the evening the heavy gates were opened, and tired and hungry and disconsolate we were in Dartmoor Prison. We were kept in an open prison through the night; and the next morning after undergoing an examination, were permitted to take up our abode at either of the buildings within the prison walls. I found several relatives among the old prisoners, and joined their mess in prison number five. I was informed there were five thousand prisoners here, many of the most daring and reckless character; a dangerous set of men to live with. There were in our prison twelve hundred; we were arranged in messes of six, and each mess numbered. Our rations were on five days of the week beef soup; one, salt fish and potatoes; and one, smoked herring and bread. All these were good in quality, but poor in quantity. The wholesale manner of making the soup is worth describing; it was all made at one time and in one boiler. First were put in about four hundred gallons of water, then eight or ten quarters of beef, chopped, which was thrown in with large pitchforks; then a wagon load of turnips; then barley, and a few shovelfuls of salt. At noon they blew the horn for dinner, and one from each mess went for the allowance of all. Our employments were various. I attended three schools, one for navigation, one dancing, and one boxing. There were Frenchmen, Germans, and Italians who gave lessons in music. We had a prison crier, who proclaimed any news that arrived, anything that was lost or stolen, or, for a penny, he would show up to ridicule any person—then go to the abused and receive another penny for disclosing the name of his first employer. We suffered so much for want of food that every means was resorted to for money to buy bread of the country people who came to our gate to trade. I have seen men work for hours scouring and coloring an old button to make it pass for sixpence, and at first with good success.

On my arrival the prisoners were digging a passage under the wall, and had made a considerable advance when the news of peace raised

hopes of an easier escape. Our keeper, Captain Shortland, a past captain of the navy, was unequivocally a bad man. I never knew or heard of any redeeming trait in his character. He examined all the letters we wrote, and would erase whatever he pleased, and so mutilated those we received we could scarcely read what was left. We had a code of laws in prison for our own government and a president, with a committee of six, to enforce them, as there was no protection of individual rights to be found outside.

In March, 1815,[1] was negotiated the treaty of peace. Great was the joy when the tidings reached the prison; but still we lingered on in suspense till the intelligence was communicated to us, in hand-bills, that the war was terminated. We learned this in the evening, and never have I witnessed such a universal jubilee; one simultaneous expression of joy went up from all hearts in the loud exclamation, "Thank God!" Cheers upon cheers resounded for "Liberty, Free Trade, and Sailors' Rights." Cheers, wild laughter, silence, and tears marked the various emotions. One man, who had long bewailed a captivity which separated him from a family he had been forced to leave destitute, fell dead upon the floor. Through the livelong night these expressions continued. The morning dawned, and we prepared to honor the day as best we could. We had no cannon; but we had powder, with which we made ropeyarn guns, by binding the powder in a large ball of the yarn; and when the word was given, on each prison were hoisted the stars and stripes, and the pealing of the guns, mingled with our loud cheers, rent the air. We remembered our absent friends, the perils we had encountered, the abuse we had suffered; to be delivered from these and permitted again to meet those, oh, it was a fit cause for joy! Even Shortland affected pleasure, and was seen to smile a devil's smile. We were now hourly expecting to be released, but were doomed, through the heartless delay of the authorities, to six weeks more of captivity and trouble. We had, in this time, another bread revolt, for Shortland attempted to feed us on bread he had kept for years, and which was alive with vermin; we said we would have fresh bread or the walls should come down. Five hundred men were not to be trifled with, and the bread was forthcoming. But I must tell you a bread speculation I had on my own responsibility. I have already alluded to our financial em-

[1] This is printed as given in Mr. McKenzie's relation, and probably refers to the time when the news reached Dartmoor. The treaty was concluded in December, 1814.

barrassments (our government only allowing us six shillings and eight pence per month); and, on one occasion, I was driven into bankruptcy, and it happened in this way: At various places in the prison were small gaming tables, on which, beside money, were cards and bread. Now, I had an English shilling with which I had for several days bought my bread, and never did I esteem a piece of money more; it was with me day and night, lest some one should steal it. But one morning I was unlucky, and, after three trials, had lost my shilling, four pence at a time. But bread I must have, so I seized a loaf and the keeper seized me. We had a short encounter; I dropped the loaf; he fell upon it, then surrendered at discretion; picked himself up, while I picked up not exactly the loaf but a pancake, which I bore away in triumph. These little incidents slightly relieved the dull monotony of a life now rendered more miserable by the suspense we were in regarding our deliverance.

But I must come to the saddest scene of all, one which will forever stamp the name of its chief actor, Thomas George Shortland, with cowardice, barbarity, infamy, and disgrace; never can his name be mentioned by a single American prisoner but with detestation and contempt. Before the time of which I speak, he ordered his soldiers to fire into our prisons because a light was seen. It was because his inhuman plans were thwarted that we were not murdered in our hammocks. On the 6th of April, 1815, as a small party were playing ball in the yard, some one, striking the ball with too much force, sent it over the wall in front of the prison. The sentinel there was requested to throw it back, but refused. Upon this the party threatened to break out and get it themselves, and immediately began to put their threat into execution. A hole was made in the wall sufficiently large to admit of a man's passing through, but no one attempted it. The alarm bells were now rung and the military called to arms. The prisoners, surprised at hearing the alarm, ran into the passage fronting the market, where appeared Shortland at the head of some 500 men of the military department. He had been heard to say after the hole had been picked, and before the bells rung, "I will fix the rascals directly," and the soldiers on the walls, about the same time, informed the prisoners they would be charged upon directly; and now, while drunk, the brave captain ordered the

front ranks to fire, and, when they hesitated, he seized a musket, fired the first shot, and the bloody drama commenced.

The rear ranks fired with considerable execution and chased the prisoners to the yard. The brutal scenes of this day I shrink from narrating; nine men were killed and thirty-eight wounded. A man named John Washington, having been wounded, was overtaken by the soldiers and begged for his life, but the ruffians standing before him shot him dead. A boy of fourteen was run through by an officer, and many similar scenes were witnessed — all this while scarcely any one knew the cause of the attack. Captain Shortland attempted to justify his conduct by saying the prisoners were trying to break out. So far from any such intention, they were in momentary expectation of being sent home, and had the gates been thrown open they would not have gone out. The secret was Shortland hated the prisoners, and took this mode to get his revenge. One instance more should not be passed over. In the midst of the slaughter and confusion an English lamplighter, who had come in a few moments previous, ran into prison No. 3 to escape his own countrymen. He was recognized by the Americans and a rope fixed for hanging him, nor at such a time was this strange; but some one representing the cowardice of such an act and the disgrace it would inflict on the American name, the poor wretch was released. "No," said they, "we scorn to copy after your countrymen and murder you at this advantage. Go, and we will seek a nobler revenge."

Soon after the massacre, cartels arrived at Plymouth; these were English ships, destined under charter for Norfolk for tobacco. From 300 to 400 were now put on board and I was among them. I had been a prisoner for twenty-three months, and weary months they had been, and I now heartily rejoiced at the prospect of release. On board this ship, as usual, you will say, we had another rebellion in the matter of provisions, with as usual a satisfactory result. The stores had been prepared by the American agent, Mr. Beasley. Only one meal was cooked for us each day; the others we must get for ourselves, and great excitement always attended the operation, as so many wished to be served at the same time. We had one law for all cases, one almost as old as man himself, and that was, "might makes right."

I have but one more incident of our voyage to give you, and that is its termination. It so happened that nearly all of the passengers—had not our captivity ceased ?—belonged in New England, and as we approached the land, it seemed very hard and unreasonable that we should be landed in a southern State in our destitute circumstances. So we held a meeting and sent a letter to the captain on the subject. He replied in writing that he was chartered for Norfolk and there he was going; this ended negotiations. But to land at New York we were determined; peaceably if we could, but forcibly if we must. We therefore resolved to take the ship out of the officers' hands and selected a captain, O'Conner of Philadelphia, to take command. He was to pretend ignorance of the whole plot, and, when publicly called upon, to refuse, on the ground that he was a southern man, when we were to force him to the post on peril of his life. This would clear him if any trouble should arise afterward. In a body we marched aft and again requested the captain to change the destination of the ship; again he refused; upon which we informed him the ship was ours, and bound to New York, and he might consider himself prisoner or passenger. He was wise enough to see that resistance was useless, and said he should consider himself a passenger. We then called aloud for O'Connor, who was below. He came slowly up, greatly surprised at the appearance of affairs. We informed him of what had been done, and that we wished him now to assume command. He said he should do no such thing, as he would rather go south than north. We told him he was the best navigator we had; and unless he complied with our wishes we should throw him overboard. He paused a moment and then replied, "Overboard let it be then; I will never lead a band of mutineers." He was seized, making what resistance he could, and begging for mercy, but was tumbled over the side of the ship, where he was held a moment, and the alternative again laid before him. He cried out, "Take me in and I will command," and he came, walked to the quarter-deck, and in a manly voice ordered the reefs out of the top sails, the studding-sails and royals set, and the course changed, John Bull meanwhile looking on in astonishment. We soon made Long Island, and as the wind was unfavorable for our going in by Sandy Hook, we ran for Montauk, with the view of going to New York through the sound; but, when off New

London, the wind headed us, and we concluded to stop where we were. We ran the ship on the shore, landed in the boats, taking the ensign with us, and bade our English friends good-bye, suggesting at the same time that they could get off at high tide. We were once more in our native land—penniless, but *free!*

Among the cases of military discipline that occurred in Bedford village during the eventful summer of 1814 was that of a soldier belonging to the Raynham company, who was tried by a court-martial and convicted of desertion. He was sentenced to close confinement and deprived of his whisky rations during his term of enlistment. In October Benjamin Seaver, who was in command of a guardboat in Clark's Cove, was subjected to a court-martial for abusing his men, and for showing disrespect to his superior officer by making wry faces at the clerk at roll-call. He defended himself from the latter serious charge by saying that he was chewing tobacco at the time his name was called. It is probable that his defence was well taken, for no record was made of his conviction or sentence.

The following are full rosters of militia companies belonging in Fairhaven, Dartmouth, and Westport, which rendered service in the defence of our seacoast during the summer of 1814.

FAIRHAVEN COMPANY OF INFANTRY.

Captain, William Nye; lieutenant, Jeduthan Taber; ensign, Phineas White; fifer, Silas Stetson; drummer, Charles Keen; sergeants, R. P. Pratt, Thomas Adams, Joseph Keen, Ezra White, Alden D. Stoddard, Isaac S. Church, William Taber, Cornelius Drew; corporals, Stephen Merrihew, Ebenezer Keen, Jonathan Spooner, William White, Michael Bennett, Richard Delano, Joshua Morse, Lemuel Dillingham, Samuel Jenne, Robert Cook; privates, Pardon Taber, Luther Pratt, Millburn Omey, W. M. Gammons, Samuel Pierce, Luther Parker, Thomas Omans, Edmund Merrihew, Nathan Parker, Alanson Woodcock, Phineas Jenne, Jno. Parker, Reuben Gifford, Ansel White, Ezekiel Clark, James Shin, Abm. Ashley, Thomas Spooner, Loum Snow, James Taber, ———Pratt, M. Bourne, Elias Terry, James Randall, Thomas Wood, John ———, Nathaniel Hathaway, Lemuel Fish, William Staples, Seth Sampson, Timo. Tripp, Alden Allen, Caleb Proctor, Daniel Hammond, Seth Alden, Jonathan Wilcox, Isaac Cushman, Pardon Nye, Silas Perry, Josh. Bennett, Alfred Vincent, B. Bryant, Edward B. West, Gilbert Tripp, Richard Wood, Noah Kempton, Jacob Kenney, Ebenezer Merrick, Mallboro' Bradford, Jeduthan Jenne, Ebenezer Tinkham, Caleb Hammond, Humphrey Whitefield, Thomas Howland, William Wood, Joseph Jenney, Micah Hathaway, Francis M. Neele, Benjamin Spooner, Edward Jenney, Elihew Hammond, Isaac Vincent, Shubel Gifford, Levi

Wilbur, William Tripp, Joshua Doane, Zacheus M. Allen, William Ashley, Jno. Weadon, Sanford Terry.

DARTMOUTH COMPANY OF INFANTRY.

Captain, Bradford Howland; lieutenant, Joseph Seagraves; sergeant, Joshua Sherman; musicians, Russell Booth, Samuel Hull; privates, Samuel Barker, William Hull, Alden Macomber, John Allen, Freeman Lawrence, John Gidley, John White, Eason Howland, Walter Howland, Parden Howland, Gideon Devall, Joseph Tripp, Robert C. Hall, Lilly Hafford, jr., Thomas Weaver, William B. Marvin, Stephen Butts, Edward Sisson, Jeremiah Brightman, Abner Cornell, Abner Wilcox, Stephen Head, James Tripp, Major Allen, Abm. Butts, Perry Brownell, Henry Wilcox, Samuel Gidley, jr., Pardon Pierce, Charles Shearman, Henry Brightman, Robert Lawrence, Giles Slocum 2d, Joshua Howland, jr., Henry Wilcox, Frederick Slocum, David Devall, jr., David Howland, jr., Noah Kirby, Weston Bud, David Wing, jr., Benijah Tripp, Reuben Mosher, Charles Allen, Elisha Gifford, Benjamin Gidley, jr., Stephen Tallman, William Shearman.

WESTPORT COMPANY.

Captain, Jonathan Davis; lieutenant, George Wood; ensign, William Wing; privates, Job Gifford, John Snell, Phinehas Perry, Isaac Gifford, Philip Petty, Peleg Wardle; George Wardle, Perry Wardle, Thomas Bordon, Warren Dwelly, Lothrop Bessey, Howard Tripp, John Wardle, Job Tripp 2d, Daniel Sisson, George W. Brown, Mason Buffington, Elisha Tripp, George Sisson, Benjamin Sisson, Restcomb Tripp, Solomon Cornell, Mons Petty, Philip Peckham, Wesson Tripp 2d, George Potter, James H. Handy, Philip Tripp, Stephen Tripp, Zebedee Danes, Asa Petty, George White, Thomas T. Cornell, Pardon Petty, William Evens, Zacheus Gifford, Alfred White, Levi Chace, Eph'm Macomber, Jacob Allen, David Deval, Warren Gifford, William Case, Stephen Kirby, William Tripp, Peter Devoll, William Smith, Stephen Tripp 3d, Benjamin Tripp, James Cornell, William Kirby, George Gifford, Daniel Gifford, Garshum Wordle, Carcon Crocker, Reuben Crapo, Ebenezer Hayden, Durfy Tripp, George Brownell, Pardon Gifford, Reuben Wait, Nathaniel Tripp, Luther White, Stephen Tripp, Restcom Bordon, Elisha Francis, Nathan Petty, Stephen Petty, Benjamin Petty, Thad's Reynolds, Benjamin Devall, Elias Petty, Henry Snell, Philip Potter, Joshua Potter, William Howland, Allen Devall, Samuel Grey, Joseph Strange, James Reed, Nathan Lincoln, Simeon Burt, Adam Gifford, Chris'r Cornell, Thomas Petty, Thomas Sanford, Peleg Dennis, Daniel Brownell, James Snell, Peleg Gifford.

The struggle between the United States and England at last came to an end and the treaty of peace was signed at Ghent on the 24th of December, 1814. This document was greeted with criticism and ridicule, for by its provision absolutely nothing had been gained by the two and a half years' war, that had cost 30,000 lives and a $100,000,000. Even the protest of the United States against the impressment of seamen was waived in the final settlement of the treaty, and but little remained for

the glory of the country but the memory of the victorious naval contests and the closing drama of the war, the battle at New Orleans. But peace came, alike welcome to Republican and Federalist, and the nation rejoiced in the glad tidings when they reached our shores. These were not the days of the telegraph, the swift trans-Atlantic steamer and the lightning express train, and so many weeks went by before the news reached our country. It was greeted with the wildest demonstration of joy all over the land.

It was 11 o'clock on Monday night, February 21, 1815, when Alexander Townsend, of Boston, rode into Bedford village and communicated the welcome tidings. In a few moments the clanging of bells was heard from the church towers, and the people rushed from their houses in terror, expecting to see a conflagration in progress. The news spread like wildfire, and the whole town was alive with demonstrations of joy. "The rapture was as instantaneous as the alarm, and the reflex of feeling almost overpowering. Sleep was no longer desirable and the weariness of nature no longer felt."

Mrs. Lydia T. Barnard says that she has vivid recollections of that night ; and though but seven years old at the time, she remembers that the whole household was awakened, and that her father, Francis Taber, took his fire buckets from their place in the front hall and rushed out to do his duty as a good fireman. Proceeding up Water street, he met Allerton Delano, of whom he inquired, "Where is the fire, Allerton?" and received the answer "There is no fire, Friend Taber, it's peace!" Returning quickly to his home (which was in the Benjamin Taber house, now standing on the north side of Union street, next east of the corner of Water), he proceeded to the back stoop and knocked on the window of the adjoining tenement, occupied by his brother Barnabas. "Yes, Francis, I'm getting up to the fire," was the response from within. "It isn't fire, it's peace," he shouted in thunder tones. "Tuesday was ironing-day," says Mrs. Barnard, "but the work was done before sunrise, and all employment in our household was then suspended."

George H. Taber remembers the night when peace was declared. The ringing of the bells and the booming of the cannon naturally created great terror. His father, John Taber, went out and soon returned with joyful intelligence. There was great rejoicing in the house

and neighborhood, and his father, though a strict Quaker, joined heartily in the festivities. Master George begged earnestly to be allowed to dress and come down stairs, but the favor was denied him.

The villagers at Oxford made merry during the morning hours of Washington's birthday with demonstrations of wild enthusiasm. It was a happy circumstance that the day for celebrating the advent of peace should be Washington's birthday ; and though the weather was stormy, the people gave themselves up to the full enjoyment of the occasion. All day long the bells rang out their peals of thanksgiving, intermingled with the roar of cannon and the shouts of the people—an impressive contrast to the months of gloom and sorrow that had preceded. Says the *Mercury :*

"So sudden and total was the revolution of feeling that age forgets its gravity and poverty its sorrows. A despondency awoke to joy and resignation kindled into rapture. So powerfully were the animal spirits agitated that a stranger to our sober lives and steady habits and unacquainted with the cause of mirth, would have supposed that we were celebrating a feast of Bacchus, and could not easily have been persuaded to believe that all this apparent intoxication was merely a spontaneous revel of delightful feelings."

Bedford village was in a sad condition when the second war with England was brought to a close. The wheels of industry had long since ceased to move, and her fleet of vessels that had brought wealth and prosperity had been driven from the ocean. Her shops and shipyards were closed, the wharves were lined with dismasted vessels, the port was shut against every enterprise by the close blockade of the enemy, and the citizens wandered about the streets in enforced idleness.

This state of affairs that had existed for many weary months, brought the natural results of suffering and despair. Provisions were high and difficult to get, and but little money was in circulation. The *Mercury* of January 15, 1813, gives the following prices current at Boston, January 4 : Flour $12.50 per barrel, sugar 18 to 24 cents a pound, butter 15 and 16 cents per pound, corn $1.20 per bushel, pork $17 per barrel, mess beef $9.50 per barrel, molasses 70 cents per gallon, sperm oil $1.40 per gallon, whale oil 70 cents per gallon, sole leather 22 cents per pound, rye $1.50 per bushel, Virginia coal $18 per ton, Hyson tea

$1.45 per pound, Jamaica rum $1.45 per gallon, Holland gin $2.50 per gallon.

We cannot wonder at the tumultuous joy of the people when the midnight bells rang out their tidings of peace. Everywhere throughout the town, and on the other side of the river, were manifestations of wild enthusiasm. The cannon at Fort Phœnix and at the forts on our own shore boomed out their sounds of joy, and these, intermingled with the tones of the clanging bells, inspired the people with enthusiasm and gladness. If our readers will listen for a moment to the Phœnix Hall bell, they will hear the same strains of sound that greeted the inhabitants of Fairhaven on that night when peace was proclaimed; for this building in 1815 was then the Congregational Church, and the bell did good service in rousing the enthusiasm of the villagers. Bell-ringers were in abundance, and much of the energy of Fairhaven centered on the bell-rope and made matters lively during the early morning hours. "Where is the fire?" inquired an affrighted neighbor at his open window. Bell and ringers answered his question in emphatic tones, "There is no fire; but peace."

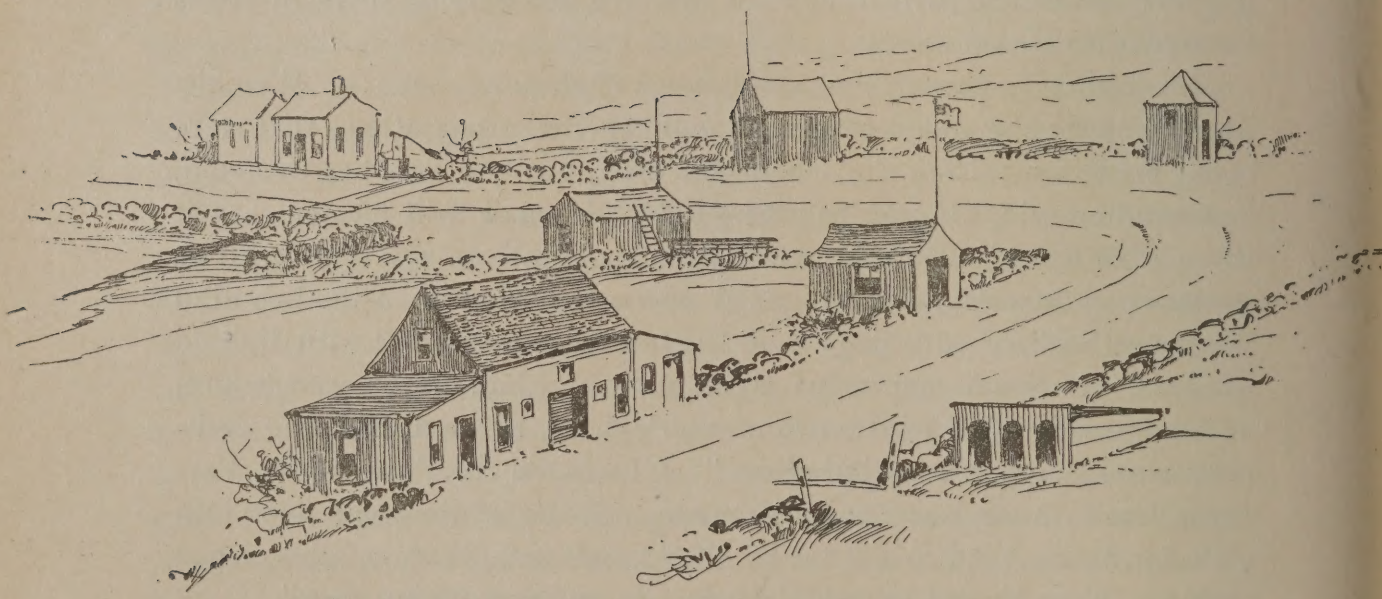
The celebration of peace and the birthday of Washington were events that made the 22d of February, 1815, a notable day in the history of Bedford village. The flags of the United States, England, France, Spain, Portugal, Denmark and Sweden were flung to the breeze throughout the town and decorated the vessels lying at the wharves and in the harbor. The bells continued their peals of thanksgiving. Salutes were fired and the "friends of peace and the disciples of Washington mingled their congratulations" throughout the day. In spite of the stormy weather, the people gave themselves up to the full enjoyment of the festive occasion. The celebration culminated in the evening with a grand display of fireworks, rockets, transparencies, and the illumination of the houses. The first mentioned were executed under the charge of Messrs. Timothy Delano and Benjamin Hill, jr. A beautiful arch was erected on the corner of Union and Water streets, spanning these thoroughfares from the northwest to the southeast corner. This was designed by S. Kempton, and was decorated with devices and inscriptions representing the union of the States. These were the handiwork of Messrs. John Harrisson and Charles Grinnell. "The illuminated pil-

lars which supported the arch were emblematical of commerce and agriculture. On the keystone of the arch was the figure of the spread eagle, with the motto *E Pluribus Unum*, and the initials G. W., born 1732. The remainder of the arch was formed by transparencies, on which were represented the arms of the several States, properly arranged. In raising the arch the pillar representing commerce unfortunately took fire and was consumed, but by the exertions of the gentlemen concerned its place was soon supplied with a new one." "Thus also," says the account, "we hope the ruined commerce of our country will again be restored by the enterprise of our citizens, and arise Phœnix-like with renovated vigor from the ashes of its former existence." Our venerable townsman, Capt. Russell Maxfield, remembers the fireworks that were set off that night. He was most impressed with the shooting-pigeons, so called, which flew to and fro upon long lines of ropes stretched up Union street.

Mrs. Lydia T. Barnard, whose home was close by, says: "We children wanted very much to go out and see the preparations that were being made for raising the wonderful arch, but the weather was cold, and mother said, 'If you will be good children, I will let you see it when all is fixed.' And so, when evening came on, she went with us to the open doorway, and we gazed with admiration upon the beautiful structure, brilliant with flags and streamers, and studded with lighted lanterns. It was a marvelous sight, such as I had never seen before, and in my timidity I held on to mother's dress, as we stood in the darkness witnessing the beautiful scene." "I will tell thee," says Mrs. Barnard, "how those lanterns were made. Strips of tin were bent into globular forms, then covered with oiled paper and tallow candles placed within. They looked like shining stars to our wondering eyes."

The houses throughout Bedford village and Fairhaven were brilliant with lighted candles in the windows. 'Mid the roar of cannon and peal of bells and brilliant discharge of fireworks the celebration, such as our little Quaker town had never witnessed before, came to an end and the people retired to their homes, conscious that an era of prosperity had dawned upon the country. That such a glorious day had come was manifested in the quick recovery of the paralyzed industries of the town. Shops, ropewalks, riggers' lofts and shipyards soon resounded

with the busy hum of workmen, and the wharves were alive with the fitting of ships that had long lain in idleness. The *Mercury*, that for many months had been barren of maritime news, soon recorded the departure and arrival of a goodly fleet of vessels. Dread war, with its train of evils, was banished from our borders, and prosperity followed in the path of peace.



"CUSTOM HOUSE CORNER."

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CHAPTER XIV.

AFTER THE WAR OF 1812–15.

A Restrospective View — A Lucid Description of the Buildings and Streets — The Great September Gale — Organization of the Bedford Commercial Bank — Amusements—The Bible Society — Military Matters — Fourth of July, 1823 — Temperance— First Great Fire — Merchants of 1820— Important Occurrences— Necrological Record of First Quarter of the Century.

IT will be interesting to take a retrospective glance at New Bedford as it appeared at the close of the War of 1812. For a moment the reader must forget the solid city of to-day, with its compact streets and its population of 45,000 people, its mammoth cotton-mills and factories, and the multitude of industries that have changed the city from a whaling port to a progressive manufacturing center. Where are now thoroughfares lined with substantial dwellings and business houses, were fields and meadows, and thickly-wooded forests that supplied the timber for many staunch ships built upon our shores.

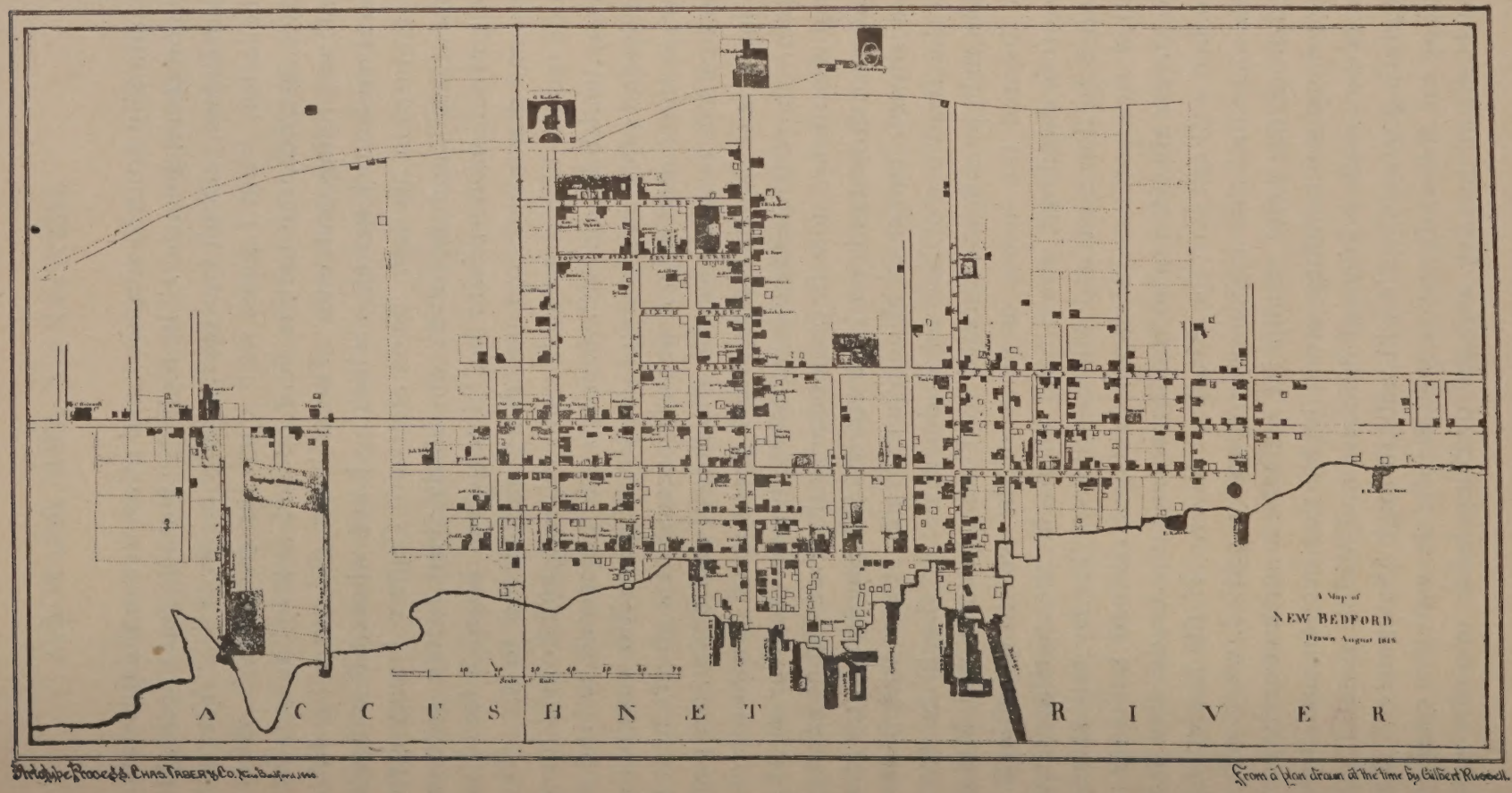
Seventy-five years have made wonderful changes on the western slope of the Acushnet, as may be seen by the accompanying map made by Miss Lydia T. Russell in 1815.[1]

Let us take a view of the water front as it appeared from the bridge, which, by the way, was built in 1796, washed away in 1807, rebuilt and again destroyed in the great September gale, 1815, and again rebuilt in 1819. To-day the abutment of Wilcox's wharf, just north, marks the water line, only a few feet from the west channel of the drawbridge. In 1815 the shore where the tide ebbed and flowed was up High street, formerly known as Ark lane, some hundred feet west of North Water street. An imaginary line drawn from this point (which was a sort of cove in which floated the arks destroyed by mobs in 1826 and 1829) to the center of the mill of the New Bedford Manufacturing Company be-

[1] The original map was presented to the Public Library in 1889 by Francis Hathaway. Miss Russell was the daughter of Gilbert Russell, and afterwards the wife of William W. Swain.

low North Second street, will give just the water front of the Acushnet River at that period; and so it continued its northerly course towards Willis's point. Only three short wharves broke this shore line. To-day, east of this imaginary line is the present North Water street, with its mills, shops, lumber yards, and storehouses; the Old Colony Railroad, with its triple tracks, sends its trains in endless succession over the section where large ships once anchored in security. A view southward reveals Parker's and J. & J. Howland's wharves very much as they appear to-day; but beyond this point the shore line took a sharp turn westward, and the tide flowed close up to Water street. On this shore, near the foot of Elm street, was built the good ship *Dartmouth*, of Boston tea-party fame. From this point to the foot of Commercial street the outline of the wharves of to-day is much the same as in 1815. But here the similarity ends, for the river then took a turn westward and again lapped the shore at Water street. From this point southward, the shore was as unbroken as when the Indians launched their canoes from it during the time of King Philip's war. I said unbroken; not quite so, for close by the river bank, where now is the foot of Griffin street, was the Friend's burial ground, the resting-place of many of the Quakers of early New Bedford.

The bridge toll-house stood where now is Anthony & Swift's meat depot. Just opposite, facing the open square, was a two-story building in which was a store kept by the Russells. On Bridge street (that was what Middle street was called at this time), a small house occupied the land where now is Parker's block; opposite was J. & J. Howland's office and warehouse, the same building now used as Coffin's paper box manufactory. The second building on the north side was the post-office and custom-house. It is still standing, the east end being occupied by Sturtevant & Parker as a paint shop. Here was transacted the business of the United States government, when Asa Smith was postmaster and John Hawes collector of the port. Many of our elderly people remember the latter, and the bellows-top chaise in which he rode to town. The following story is told of him. One day Jehaziel Jenney, who ran a coasting vessel (the *Mary Ann*) to New York in the summer season, landed a lot of barrels, each marked in bold letters "Cheese," and which he seemed very anxious the collector should not investigate.



Printed by Rice & Co. from Stereotype Plates by Chas. Taber & Co.

From a plan drawn at the time by Gilbert Russell.

MAP OF NEW BEDFORD IN 1815.

This naturally aroused suspicion, and in answer to the question, "What have you there, Jehaziel?" he replied, "Nothing but cheese, sir; nothing but cheese. Don't you see it plainly marked?" "Yes, I see," says the collector, "but I guess we'll open the packages." After a stout wordy resistance, the barrels were opened and lo! round, fat cheeses were found filling each one. The collector did not enjoy the chaffing he received from Jehaziel, a rollicking joker, whose wit and pleasantries were features in his day. Soon afterward Captain Jenney arrived with another cargo, and he made an official visit to the custom house. "Well, Mr. Collector," said he, "I've got on board a lot of smuggled coffee, and I want you to come down and attend to it." The cheese episode led the official to decline this request, and he told his visitor to go away, which he did with alacrity. He proceeded to land his cargo of coffee and put it in a place of safety. If good Rio wasn't cheaper for a time in the community, it was not because of a government tax.

West of this building was the dwelling of Asa Smith, the postmaster; and just where North Water street opens stood the house of General Lincoln, who commanded a regiment during the War of 1812. His official records are now in possession of the Free Public Library. This same house now stands on High street. The building now standing on the northwest corner of Middle and Water streets was in those early days the residence of Samuel Rodman, jr. It should be remembered that in that part now embraced by Union, Second, and Middle streets were located the homes of many of the well-to-do citizens. There were 106 dwellings, stores, and shops in the northeasterly section bounded by Purchase and Middle streets. To-day this same territory is filled with cotton-mills, factory villages, railroad buildings; its spacious streets are lined with residences, and the border line of the shore is pushed well out into the Acushnet River. If the reader is surprised by the fact that this region was sparsely settled, what will he think when from the same standpoint we take a northwesterly view? For only twenty-six buildings stood in all that section, and a majority of these were on the borders of Purchase and Middle streets.

Retracing our steps, we will walk through Water street. The granite building on the southeast corner of Middle was the candle-works of John Howland in 1815, and the dwelling-house opposite was once the

residence of Capt. Reuben Swift, a commander of a militia company in 1812. His son, Capt. Rodolphus N. Swift, of Acushnet, says that the magnificent elm tree on Water street, just north of Elm, was planted by Capt. Latham Cross in 1804.

The large building owned by F. A. Sowle on the southwest corner of Elm and Water streets was the substantial residence of Thomas Hazard, a prominent merchant in his day, and his garden extended westward to Second street.

The building on the northwest corner of William and Water streets, now Snell's bakery, was in the early days of the century the residence of Samuel Rodman, sr., and his grounds extended to where now stands the Institution for Savings.

Now that we are on William street, we will journey westward, and note the location of the buildings in this part of the town in 1815. The watch-house, the house of correction of the period, stood near the northwest corner of William and North Second streets; and on the latter street, half way to Elm street, was located the new Congregational meeting-house. Here worshiped the society gathered by Rev. Sylvester Holmes, now the North Congregational Church. A dwelling stood next north, on the corner of Elm street, that was set on fire during the British invasion in 1778; the charred timbers may still be seen in the cellar of the house on Elm street, just west of its former location. Only three other small buildings stood on this section bounded by North Second, Elm, Purchase and William streets.

To the north stood the house of John Avery Parker, now a part of the Parker House. Spacious gardens were on the south and east of this, the house of one of the most successful merchants of his day. There were nine houses in this section bounded by North Second, Middld, Purchase and Elm streets.

Where now stands the North Christian Church was the house of Thomas Swain, a brother of William W. Swain. Elm street contained but two houses, and in those early days extended a few hundred feet west of Sixth street. The broad section west of Purchase and between Middle and Union streets was open field and bush pasture, except the land occupied by the houses immediately facing the latter thoroughfare and Purchase street. There are a number of our elderly citizens who

in olden times picked huckleberries where now stands City Hall. Much of this land was owned by William Rotch, and portions of it were under cultivation. It was a patch of ground where City Hall now stands that Jehaziel Jenney proposed to plant "on halves," and the proposition was accepted by the proprietor. The harvest season came and went, and as winter approached Mr. Rotch concluded that it was time a settlement of accounts was made. Meeting Jehaziel one day, he made inquiries about the matter. "Why, haven't you got your half, Mr. Rotch? I got mine long ago," was the bland reply he received. On further investigation it was found that Jahaziel had sublet the contract to another party on the same terms. He had taken good care to receive his half and left the landed proprietor to look out for his own interests. Mr. Rotch accepted the situation good naturedly and quietly remarked as the interview closed, "Thee can have the land on the same terms next year, Jehaziel."

Where now stands Liberty Hall was the First Congregational Church, the parent society of the Unitarian denomination in our city.

We will now go down to Water street and commence our observations south of William. On the corner where now are the stores of Messrs. Wood, Brightman & Co., stood the imposing residence of William Rotch, jr., his gardens extending to North Second street. This building is now the Mariners' Home, and stands on the hill north of the Seamen's Bethel — a gift to the New Bedford Port Society from Mrs. James Arnold, a daughter of Mr. Rotch. Center street was lined with buildings on both sides to the river, and many of them are still standing. The district north of this to Middle street was unoccupied, save three small buildings at the foot of Elm. Along the wharves south were scattered the warehouses, shops, and stores connected with the maritime business of the port. "Four Corners" (the intersection of Water and Union streets) was the stock exchange of the day; and about this locality the business men congregated for political and social gossip. On the southeast corner was the Bristol County-House, and south of it was the warehouse and office of Isaac Howland. Next to these was the building in which was published the morning *Mercury*. All these buildings are in existence to-day. The district north of Union and east of Water is interesting, and we cannot afford to leave it without a glance at

some of the buildings. Those incorporated in the art establishment of Charles Taber & Co. are all of historic interest. The house on Union street next to the corner was the home of Benjamin Taber, the ancestor of the family which has held this property through successive generations. Rose alley, a narrow lane still in existence, south of S. A. Tripp's tin shop, furnished a well of delicious water to the neighborhood. Deborah Doubleday kept a tavern in the building now occupied by the Western Union Telegraph Co. This building has before been mentioned in connection with the American Revolution. During the War of 1812 military officers made it headquarters. East of this section there were a number of warehouses and shops. It is evident that this part of the river front was the busy center for the fitting of ships. Union street was the main thoroughfare of the town, both sides being well occupied with residences of prominent citizens, the principal one being that of William Rotch, now the Mansion House. Poplar trees stood along the front, and his garden occupied well nigh the whole square bounded by Purchase and William streets. Among other residents on Union street (which then terminated at County) were Dr. Frederick Reed, Col. John Coggeshall, Mr. Tobey, Benoni Aldrich, Mr. Mayhew, Isaac Howland, Dr. Spooner, Edward Pope, Caleb Greene, Roger Haskell, Dr. Perry, and J. Ricketson. These lived on the north side; while on the south lived Capt. Samuel Stall, commander of the artillery company. Mr. Russell, and Golden Howland, whose house was recently removed to make place for the Winslow building on the corner of Sixth street. On the southeast corner of Fourth and Union streets was located the Nelson Hotel, kept by Capt. Nathaniel Nelson, commander of the infantry company. This tavern was the scene of many public festivities, and formed the headquarters for Fourth of July parades. East of the hotel was the home of William Russell, and below it was the homestead of Joseph Ricketson. The gardens of Messrs. Russell and Ricketson occupied the whole square bounded by Acushnet avenue, Spring and Fourth streets. The buildings are still standing.

The most thickly settled portion of the town was south of Union, yet Madison street was the actual limit, there being but few houses beyond. Among these were the homes of Job Eddy, James Arnold, Sands Wing, B. Howland, F. Howland, and Cornelius Grinnell—familiar names to

many of our readers. On the west side of Water street, south of Union, we find the residences of Messrs. Hill, Blackmer, Shepherd, J. Howland, Whippy, Fitch, Pardon Howland, Tuckerman, and James Allen; on First street, those of Parker, Howland, and Card; on Second street, J. Davis, Caleb Congdon, and Mr. Barstow, and on Third street—now known as Acushnet avenue—lived William Meader, Mr. Gardner, Allen Case, Benjamin Taber, J. Barker, Caleb Jenney, and Job Otis.

Fourth and Fifth streets ended at School street, and the area south of Union between Seventh and Third consisted of open fields. The gun-house stood on the square southeast of the Friends' meeting-house on Spring street. On Seventh lived the Thorntons, Congdons, and Nortons; on Walnut, Lemuel Williams and C. Howland.

All the section west of County street was a forest, the only buildings being Gilbert Russell's residence at the head of Walnut street, Abraham Russell's at the head of Union, the Friends' Academy (where now stands the County Street Methodist Episcopal Church), and the Kempton House at the head of North street.

The whole town contained 506 houses in 1815. Walnut street was the southern border of the village—beyond it dense woods, only broken by the county road that led to Clark's Cove.

On Saturday morning, September 29, 1815, New Bedford was visited by a tremendous gale, that for violence and disaster has never been equaled in the history of the town. The gale began early in the day and continued with great violence till midday. The tide rose ten feet above high water mark, and four feet higher than ever was reached before. So rapid was its rise that the occupants of the stores and warehouses situated along the river front were compelled to leave them hurriedly, abandoning their goods and merchandise. Several merchants lost their account books and papers. The destruction of property was very serious, and was accompanied by the loss of several lives. In New Bedford the salt-works belonging to Caleb Russell, situated in the south part of the town, were carried away, and the ropewalks of Griffin Barney, William Rotch, jr., and Butler & Allen (see map) were partially destroyed. Jonathan Card's turning-mill, William Coffin, jr.'s, boat-builder shop, Mr. Wilcox's blacksmith shop, Cannon's tallow chandlery, a range of stores on Rotch's wharf, and other business houses were

wholly or partially destroyed. Several dwelling-houses were blown down, all the wharves injured, and some of them ruined. The Bedford and Fairhaven bridge and the one at Head-of-the-River were carried away, and also the salt-works belonging to Dr. S. Perry. Sixteen vessels that were moored at the wharves were blown adrift and thrown ashore at different points on the shore and islands. At Fairhaven much damage was done along the river front, several stores, warehouses, a ropewalk, and salt-works being destroyed.

A distressing occurrence during this tornado was the drowning of a woman named Temperance Perry. She was on board a vessel from Sandwich, bound for Newport, that put in for a harbor in the gale. During the gale this woman fell overboard and was drowned in spite of the exertions made to save her. William Macy, in his noble efforts to save a citizen in a dangerous position, fell from a boat and sacrificed his life. Marmaduke Tinkham, his son, and two nephews, were all drowned at Fairhaven.

When the ship *Augustus* parted her moorings at Rotch's wharf, a young man named Haskins was left on a pile that stood detached from the ruins of the wharf. His perilous position was seen from the shore and every exertion was made to relieve him, but without avail. The wind and waves beat upon him and the floating wreckage endangered his life, while it hindered his rescue; but he remained till wind and tide abated, and then was brought safely to the shore.

The rapid recovery of the town from its business depression is plainly indicated in the establishment of the Bedford Commercial Bank, successor of the Bedford Bank, whose charter expired in 1812. The charter was renewed, but on account of the war with England, it was not renewed and its affairs closed. There was no bank in operation in New Bedford from 1812 to 1816.

The Bedford Commercial Bank was organized May 31, 1816, with George Howland as president. The directors were Joseph Ricketson, Gideon Howland, jr., Seth Russell, jr., James Arnold, and George Howland.

The inhabitants were not without entertainment, both amusing and instructive, at this period. At Nelson's Hotel, July 1, 1816, Mr. Wood had a museum, in which were exhibited "six wax figures, Narne's new

invented patent electrical machine," and a "faithful and elegant representation of the American Navy."

The Bible Society, John Hawes, president, was organized June 27, 1817. It continues to this day, a power for good in the community.

The decade following the close of the War of 1812 had but little of interest in military affairs. The experiences of the town during the year 1814, and the presence of a thousand soldiers quartered within our borders for the protection of the seacoast had satisfied the most ardent advocates of war; and the peace principles of the Society of Friends, which dominated in Bedford village, served to confine military affairs to the simplest requirement of law. An artillery and infantry company were maintained. The former, under the command of Lieutenant Dunham, rendered patriotic service on the Fourth of July, 1816. In 1818 the Second Regiment, Second Brigade, Fifth Division, to which our local organizations belonged, consisted of fifteen companies and held its annual muster in Dartmouth. In 1819 Benjamin Lincoln of this town was elected Major-General in command of the Fifth Division; Col. Nathaniel Nelson was also in command of the Second Regiment; Capt. Reuben Swift commanded the infantry company, and Captain Dunham the artillery company. The annual muster was held in Dartmouth, with headquarters at Hallet Gifford's inn. The following is the roll of the Fairhaven company, as returned at this muster:

Field inspection roll of Capt. Harrison G. Church's company of foot, Tuesday, October 12, 1819: Captain, Harrison G. Church; lieutenants, William S. West, John Weeden; sergeants, Henry Akin, Wilson Hammond, John A. Hawes, Wilson Pope; Asa F. Taber, Alfred Blankenship, Isaac Sanford, Ebenezer Tomson, Benjamin Wilson, Jerard Taber, John A. Hawkes, John Tomson, Jethro Taber, Samuel Hathaway, jr., W. M. Hitch, Noble Gelatt, Abraham Shaw, Wilson Pope, Henry Aikins, James Marvel, Richard Shaw, John Delano, Rufus Allen, jr., Silas Allen, Isaac Stevens, Henry Delano, Levi Blossom, William Shaw, jr., Thomas Shaw, Joseph Blossom, jr., George Shaw, Ansel Stetson, Silas Pope, Luke Tobey, Elisha Tobey, Holden Jelatt, Ebenezer Delano, Joseph Delano, Antony Allen, Wilson Hammond, Nathan Kempton, Ansel Brigs, Lemuel Tripp, jr. Ebenezer Tripp, Alden Allen, Reuben Delano.

In 1822 a regulation uniform for the State militia was adopted, and we take the following description of it from the official order. It will be interesting, for we can understand how grandly the citizen soldiery appeared on celebration days. The artillery companies were attired in

Geo. Wilson

coatees, with scarlet collars, scarlet vests, dark blue trousers with broad scarlet stripes, edged with gold or yellow worsted lace, and plumes or pompons, black tipped with red. The drivers wore white frocks and trousers, black round hats with a pompon, and a yellow-metal plate in front, and black leather sword belts. The infantry companies wore coatees, with white underclothes, the trousers over the boots. The non-commissioned officers and privates wore metal plates and pompons in front, white tipped with black. It was probably in this uniform that the infantry company, under command of Capt. Reuben Swift, marched to Fairhaven on the Fourth of July, 1823, and did escort duty in the procession on that day.

Among the exercises on this occasion was a sermon in the church, preached by Rev. Mr. Gould. A public dinner was served to nearly 200 people in a tent erected on the green (an open lot immediately south of Union street and between Main and Middle streets). For the convenience of the public, dinner tickets were placed on sale in the bar-room of Mr. Dabney's hotel. It is evident that the committee of arrangements provided a programme to suit the diversified tastes of all. The officers of the Fairhaven company, which probably paraded on this occasion, were: Captain, John A. Hawes; lieutenant, W. I. Jenney; ensign, Jeremiah Taber 2d.

A vigorous temperance movement was inaugurated in the town in 1819, and public action was taken, May 26, to suppress the "sale of cider and other intoxicating liquors to minors, so that their morals may not be corrupted, and their future prospect blasted, by habits they may have acquired in their youth."

The account of the first great fire is thus described in the *Mercury* of September 8, 1820: "On Wednesday morning, about half-past four, the inhabitants of this town were alarmed by the cry of fire, which originated in the extensive bakehouse of Mr. Enoch Horton, situated on the street leading from the Commercial Bank to William Rotch's (formerly Gilbert Russell's) wharf. In a few minutes the whole building was involved in flames which spread to an adjoining wood-house, containing a large quantity of dry pine wood, and in spite of the exertions of the citizens, aided by seven engines [these without doubt included the two across the river], which were constantly playing on the deso-

lating element, it spread in almost every direction, consuming in its progress the buildings on the east, west and north of it, until by great exertions it was finally subdued, just as it was communicating to the store of Peter Barney, on the southeast and the dwelling-house owned by Gilbert Russell on the west. Had either of these buildings been permanently on fire, no human exertions could have arrested its progress until a large part of the town had been laid in ashes; and had there not, fortunately, been an entire calm at the time, we should, in all probability, have had to record a calamity scarcely inferior to those of Wilmington and Savannah. The buildings destroyed were a bakehouse, owned and occupied by Mr. Enoch Horton; a large three-story building, owned and occupied by Mr. John Perkins, as a store and paper-staining manufactory; a store, owned and occupied by Mr. John Harrison as a paint store, etc.; a store, owned by Mr. Gilbert Russell and partly occupied by William Card, block-maker; a store, owned by Mr. William Tallman, and occupied by Mr. Churchill, grocer; two cooper shops, one owned by Mr. Reuben Russell, and the other by Mr. Allerton Delano; a shoe-shop, occupied by Mr. James Bosworth; a blacksmith shop, occupied by Mr. Nathan Durfee, and a barn owned by Mr. G. Russell. We understand that Mr. Perkins and Mr. Harrison are the greatest sufferers; the loss of the former is estimated at about $4,000; the latter, upwards of $3,000; that of Mr. Horton, about $1,500; and the total at about $12,000."

On September 22, 1820, the inhabitants were privileged, for twelve and one-half cents, to see two camels that, it was said, "were imported direct from Africa." They were on exhibition at Ivory H. Bartlett's stable.

A stage route to Newport and Providence, *via* Stone Bridge, was established November 9, 1820.

Among the merchants doing business in New Bedford in 1820 were Isaac Howland, jr., & Company, flour, iron hoops, etc.; William James, ship stores; H. Taylor, shoes and dry goods; Oliver Swain, boots and shoes; George Sisson, crockery and glassware; Jonathan Ellis, plows; Caleb Green, drugs; T. T. Churchill, W. & G. Allen, J. R. Shiverick, Perry & Tobey, Joseph Bourne, Henry Tucker & Son, dealers in dry goods; Nye & Grinnell, groceries and provisions; Hussey & Allen,

leather, flour, etc.; Seth Russell & Son, iron; Samuel Rodman, jr., cordage, duck, and oil; John A. Parker, iron; Thomas S. & N. Hathaway, hemp, duck, iron; Gorham & Parker, groceries and provisions; A. Sherman, books, stationery, bindery, etc.; Harvey Sullings, hardware; Samuel W. Heath, crockery; Isaac Manchester, leather and shoes; Job Baker, groceries; Green & Tillinghast, dry goods; Randall & Haskell, grocers and ship chandlers; Barney Cory kept a tavern at "Sign of the Swan;" Benjamin Pitman opened a silver manufactory, June 2, 1821.

Friday, June 19, 1821, was the coldest day for many a year; the thermometer stood at twelve degrees below zero at sunrise. On Thursday following, the bay, except a small rip south of Naushon, was entirely frozen over.

Daniel K. Whitaker opened a classical school in New Bedford, April 22, 1821. An exhibition was given at Mr. Cory's coffee-house in April of that year by J. Filley, a fancy glass-blower, from London. In October Mr. Nichols, the American ventriloquist, gave a performance at Colonel Nelson's hotel.

Fourth of July, 1821, was celebrated with a procession, fireworks, speeches and toasts.

A Roman Catholic church was announced to be dedicated by the Rt. Rev. Bishop Cheverus, of Boston, on Sunday, July 29, 1821, but for some reason this was indefinitely postponed.

A meeting of the Dialectic Society was held in September, 1821. This society was formed in 1811, and its object was "intellectual culture and social intercourse." The exercises were mostly debates upon questions previously agreed upon. Several formal addresses were delivered before the society, and many papers of great ability were written by the members and read at its meetings. One by John Mason Williams, then a resident of New Bedford, delivered September 1, 1817, was of singular ability and beauty. William Sawyer Wall, Abraham Shearman, jr., John Howland, jr., Jeremiah Winslow, Samuel Rodman, jr., Thomas Rotch, John Summers Russell, James Arnold, Thomas A. Greene, Lemuel Williams, jr., John Mason Williams, and William Baker were among its early members.

December 14, 1822, the market and town-house was opened to the

public. It is the same building now used for the Central Police Station on South Second street. The New Bedford Reading-Room was in existence in 1823, and James Coggeshall was secretary.

An extraordinary gale and snow-storm began on Sunday, March 30, 1823, and for a week there was no communication with the outer world. On the 23d of December, of the same year, there occurred a remarkable rain-storm. It continued for twenty hours, and four or five inches of rain fell. The record says "the oldest people do not recollect such a rain."

Monday, July 4, 1823, was celebrated with great spirit. The Light Infantry, Captain Washburn, went through evolutions, and the Washington Artillery, Lieutenant Sylvester, "displayed wonderful skill and discipline." There was an exhibition of fireworks in the evening.

The Mozart Society, an organization for the practice of sacred music, was organized in 1824, and gave a public performance in Rev. William Dewey's meeting-house, December 2, 1824. This society, the first of the kind in the town, will be further mentioned in the chapter on musical societies. The free use of the town-hall for rehearsals was granted the society by the town authorities.

June 6, 1825, Benjamin Lindsey opened a reading and news-room, that for sixty years continued to be the headquarters for the business men of the town.

The ordination of Elder Harvey Sullings, as a preacher of the gospel, among the people "usually denominated Christians," took place in the North Baptist Church, June 26, 1825. The introductory prayer was offered by Elder Charles Morgridge.

Among the deaths that occurred in the town in the first quarter of the century were the following:

In 1802, June 9, Col. Seth Pope, aged eighty-three, a prominent figure in our local history during the American Revolution; 1803, April 3, Hon. Walter Spooner, aged eighty-one; 1804, October 16, Joseph Russell, aged eighty-six; 1805, April 15, Dr. Samuel Perry, aged seventy-five; 1807, September 24, Rev. Samuel West, aged seventy-eight; 1809, November 7, Maj. Ebenezer Willis, aged eighty-three; 1814, July 22, Gamaliel Bryant, aged —; 1816, November 13, William Sawyer Wall, aged forty-eight; 1816, December 31, Elisha Thornton, aged seventy; 1817, July 17, Capt. Nathaniel Pope, aged seventy; 1820, October 26, Dr. Samuel Perry, aged fifty-six; 1820, December 31, Deacon Jabez Hammond, aged fifty-one; 1822, September 11, Hannah An-

drews, aged 101 years and six months; 1823, January 20, Capt. Benjamin Hill, aged sixty-eight; 1823, February 20, Capt. Silas Parker, aged eighty; 1823, April 4, Capt. George Whippey, aged seventy-eight; 1823, May 5, Mrs. Susannah Maxfield, aged seventy; 1823, September 21, Jeremiah Mayhew, aged seventy-nine; 1824, August 11, Daniel Ricketson, aged seventy-nine; 1824, August 11, Zachariah Hillman, aged sixty-six; 1825, February 25, James Davis, aged eighty-one; 1825, John Hawes, aged —; 1825, January 30, Thomas Taber, aged seventy-nine; 1825, August 31, John Pickens, aged eighty-three; 1825, August 12, Abraham Ricketson, aged seventy-eight; 1825, September 5, Capt. Thomas Cook, aged eighty-five; 1826, March 18; Abraham Smith, postmaster for twenty years, aged seventy-seven.

CHAPTER XV.

1826–30.

"Hard Dig" — A Mysterious Murder — Mob Law — "The Ark" — Origin of the Name — Story of the First Ark Riot — A Second Ark — The Second Riot — The *Mercury's* Account of the Affair — Action of the People, in Town Meeting Assembled, Regarding the Riots — The "Committee of Vigilance" — The Militia.

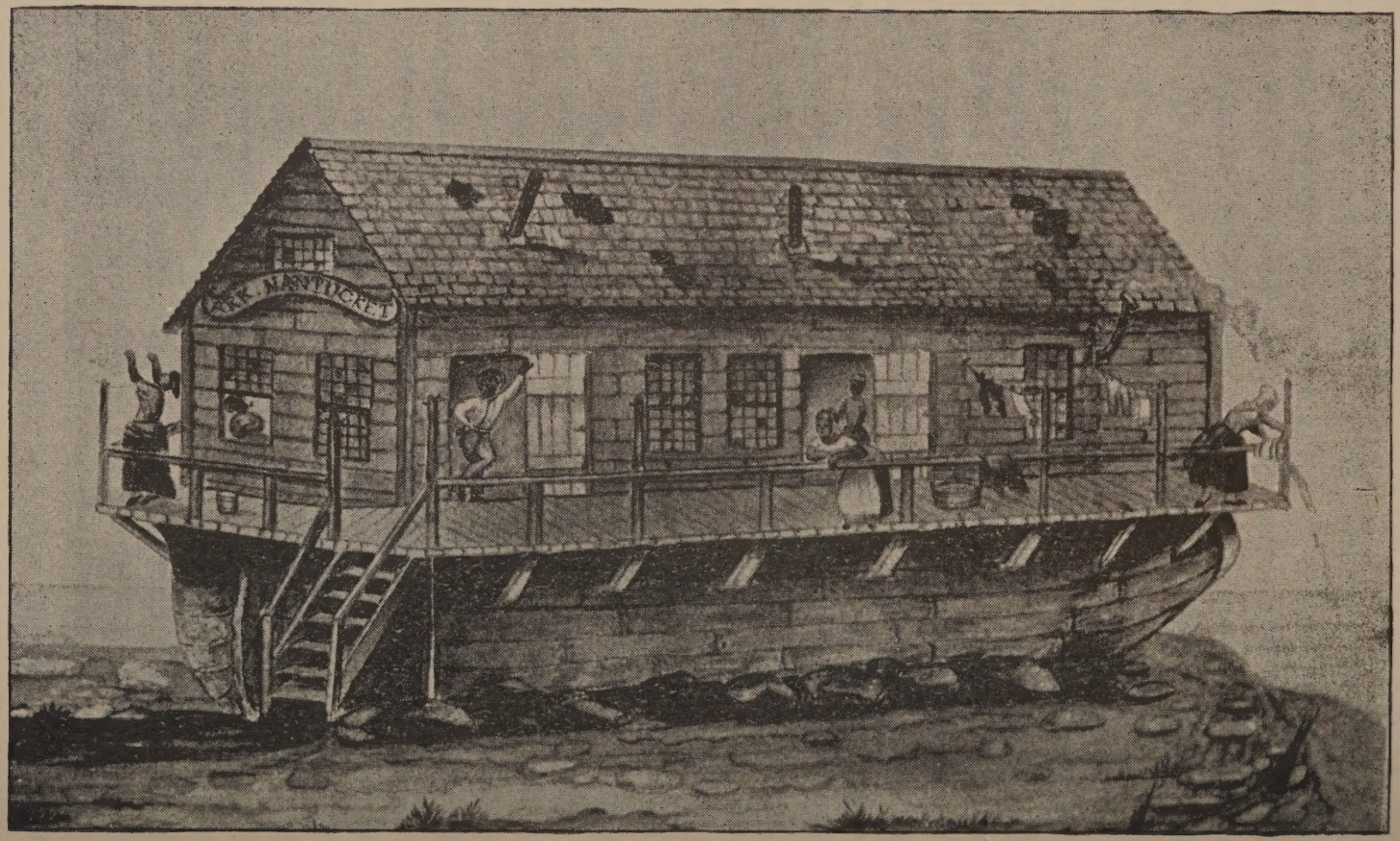
IN 1826, one August day, our village was greatly agitated by the rumor that the dead body of a man had been found in the woods, near a notorious neighborhood called "Hard Dig," on Kempton street, just west of what is now the base ball park. A company of boys, who were picking huckleberries, made the ghastly discovery and hastened into the town with the report. Several citizens went out taking the lads with them for guides. When they reached the spot the body had been removed, though they discovered unmistakable evidence that the story of the boys was true. The fact of the mysterious disappearance of a ship carpenter at this time (from whom no tidings were ever received) gave color to the report of murder. "Hard Dig" was occupied by the dangerous and vicious classes, and was a constant menace to good order. It was unsafe to travel in that vicinity after dark.

The report of this murder soon came to the knowledge of the whole town and caused great excitement among the people. While the law-

abiding citizens would have had this iniquity crushed out by legal measures, others concluded to take the law in their own hands. A mob was organized that evening at Kempton street corner, and, after maturing plans, it proceeded in full force to its work. The first house pulled down was that of Jake Peterson, a leader of the place. Then other buildings were quickly demolished and set on fire. In two hours' time the mob had effectually cleaned out the whole nuisance.

David B. Kempton lived at that time on County street; and standing in his yard that evening, he distinctly heard the shouts of the mob and the blows of the axes. Wild with their success, the proposition to raid the Ark was received with enthusiasm by the mob. It was agreed, however, to postpone it till the next night. To more clearly understand the Ark riots, our readers must understand that the river front at the foot of High street, at this period, was about 200 feet east of North Second street, where there was a sort of cove, the south side of which ran due east to the bridge. The Ark stood upon the shore as far as the high tide would permit, and was blocked under the keel to keep it in a firm position. The exact position was just where Charles S. Paisler's brick building on Water street is now located. The Ark was the hull of the old whaler *Camillus*, with a house built on and entirely covering the deck. A portico or walk about four feet wide was built outside, running the entire length on both sides of the vessel, and was reached by steps from the shore.

It may be interesting to mention how the name "The Ark" came to be given to this infamous vessel. A whaler named *The Ark* was owned in and sailed from Nantucket in 1819. She made several voyages and was finally brought to this port to be broken up. Joseph Wilcox, jr., remembers when she arrived here, and that she was taken to Rotch's wharf, where she lay for some before being demolished. The stern board with this name *The Ark* was secured and mounted on the upper deck of the *Camillus* in a conspicuous place, and so this bark was called "The Ark." The craft was at first occupied by respectable families in moderate circumstances, but soon came to a baser use, and finally was a brothel of the worst character. Its existence was a moral offence to the community, and its removal was earnestly desired by good citizens. It must not be understood that they encouraged riotous proceed-



THE ARK. — From a Water Color Painting by Wm. J. Swift.

ings, however much satisfaction they may have felt at the results. And now for the story of the first Ark riot.

The inmates had learned during the day of the proposed raid and, with their sympathizers, had gathered before night a plentiful supply of stones and other missiles, including bottles of scalding hot water. After dark the crowds began to gather and matters looked ominous. Soon Timothy G. Coffin appeared and attempted to read the riot act, and probably did so, though it is said he was marched off the ground. Men appeared with hooks and ladders, and the attack commenced in good earnest. Stones flew in all directions, and so did bottles of hot water; but the besieged still held the fort till a ship's gun had been brought into position, loaded—all made ready to fire. Then they succumbed and offered to march out. They were allowed to do so. Then the Ark was torn to pieces with axe and crowbar, and was then burned. Now this formidable gun was in fact a "Quaker." When found on an adjoining wharf, it was actually filled with mud. Its use never was seriously contemplated. After being drawn in position before the Ark, an imaginary cartridge was rammed home with a stick and the match was about to be applied, when the surrender was made. The fire of course called out the engines, but their work principally was to protect the surrounding buildings.

The above facts have been given me by Capt. Joseph Wilcox, jr., who was present, but not a rioter, and who remembers very clearly the whole proceedings. Possibly a deeper impression was made on him, because he was hit on the shin with a large stone thrown from the Ark. Some fifty citizens were afterward subpœnaed before the court at Taunton, to give testimony of the riot, but they all proved genuine Know Nothings, and so the matter was dropped.

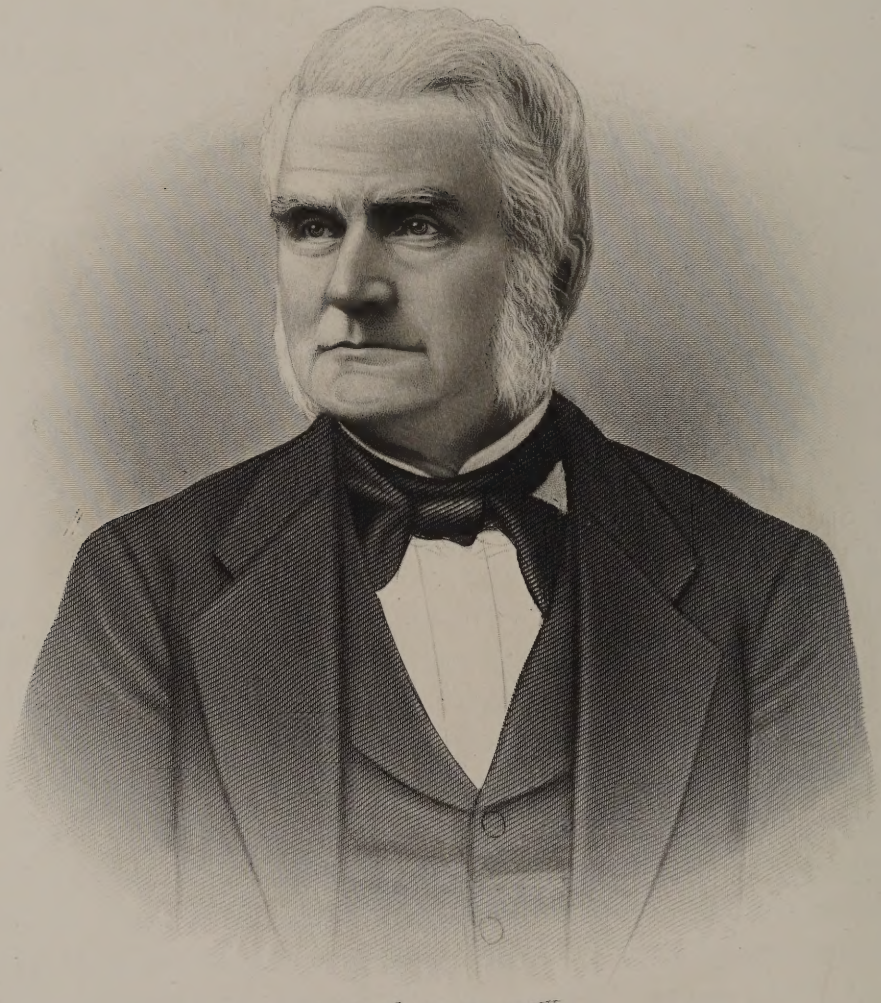
A second Ark soon appeared that became a terror indeed. The hull of this craft was the ship *Indian Chief;* and it was located farther west than the first, and about fifty feet southwest of the red house on the south side of Ark lane. It was occupied by the worst classes and was the abode of debauchery and evil doing. Citizens were in daily fear, not only of their property but of their lives. Any attempt to banish the scourge failed, and it soon became apparant that law was held in effectual defiance.

In the spring of 1829 the Elm Street Methodist Episcopal Church was set on fire, on a Saturday evening. The lower story of the building was stored full of casks of oil. The fire was discovered about 11 o'clock, just in time to prevent a serious conflagration; for it was thought that had the great quantity of oil taken fire, it would have destroyed all the buildings east to the river, as the running oil must have spread quickly down the steep hill, carrying destruction in its path. The audience room was uninjured; and the pastor, Rev. Timothy Merritt, preached a sermon on Sunday morning from the text, "Except the Lord keep the city, the watchmen waketh in vain." The general feeling in the community was that some of the desperate characters from the Ark set the church on fire. For this incident I am indebted to Mrs. Josiah Richmond.

The reign of terror continued till August 29, when the second Ark riot occurred. I am indebted to James Durfee, Henry R. Wilcox, Rodolphus Beetle, David B. Kempton, Joseph Wilcox, jr., and others, for valuable material concerning this incident.

The Ark was kept by a notoriously bad character named Titus Peck, a bully and desperado. He and his associates were a menace to the whole town. So strong was their power it was said the selectmen were afraid to interfere with their riotings. For days before the outbreak in the streets and work-shops were heard the mysterious words "Jerry," "Jerry, keep dark north end," "Keep dark south end," "Jerry is in town." What did all this mean? was the inquiry on every lip. Rumor followed rumor in quick succession; then it became vaguely understood that there was to be a meeting of citizens in the town hall (now Central Police Station) on the following Saturday evening. To the surprise of everybody, everybody else was there. The hall was packed full, more than 200 men being in and about the building. While there seemed to be no organization, it was evident that well developed plans were laid. The respectable and influential citizens, among whom were Gideon Howland, Samuel Rodman, Thomas Mandell, J. A. Parker, Jethro Hillman, Zachariah Hillman, Francis Taber, and Barney Taber, used their utmost influence to prevent an outbreak. The riot act was read by Timothy G. Coffin, but when the 9 o'clock bell on Dr. Dewey's church rang out, a shout from many throats went up "Jerry

is in town. Hurrah for the Ark!" and pell-mell went everybody to the vicinity of Ark lane. Here was found the hook and ladder truck, brought there by unknown hands. Then suddenly appeared a company of masked men, dressed in coats turned inside out, trousers covered with white canvass at the knees, and slouch hats. There were twenty-five of these uniformed rioters. The truck was rapidly stripped of its ladders and hooks, and the destruction of the Ark commenced. Mr. Coffin, with a lighted lantern in his hand, appeared in the dense crowd gathered near the corner of Middle and Second streets. Somebody paid his respects to the lantern, and darkness came suddenly on. He was good-naturedly hustled about, and it is said to be a fact that he was passed over the heads of the crowd and safely landed where he had more room. The work of destruction completed, most of the people went home at midnight, but soon were called out by flames streaming from the ill-fated craft, for the torch was not applied till 12 o'clock. The Ark was burned to the water's edge, and when morning broke naught was left of it but smoking timbers. Several small houses were burned in the conflagration. The fire department was on hand, but accomplished little. The Mechanic, No. 6, took water at the foot of Middle street, but the leading hose did not reach the fire by fifty feet. After long delay, the position of the engine was changed to Beetle's spar-yard. I give now the account published in the *New Bedford Mercury*, August 28, 1829: "What happened three years ago has within the last week been re-enacted, with little variation of mode or circumstance. From the ashes of the old Ark, demolished and burned in August, 1826, has arisen Phœnix-like, it would seem, Ark the second, transcending as a den of abominations anything that tradition has to relate of Ark the first. On Saturday night last, it met the doom of its ill-omened progenitor, was razed to the ground, and consumed by fire. We would not be understood as favoring or advocating in the slightest degree the adoption of forcible measures by lawless assemblages. It is altogether a thing to be deprecated and discountenanced; but there certainly is a difference between the riotous outbreakings of a turbulent spirit, impelling to promiscuous outrage, and violence, and operations, although unsanctioned by law, which tend to a specific purpose at least imagined good, and are characterized in the process by as much order and regard



Engd by F G Kernan, N.Y.

C. L. Ellis

Engd. by H.B. Hall's Sons, New York

Leonard B. Ellis.

for decorum as marked those of Saturday evening. We think that in justice to the character of our town this destruction in the case before us ought to be made. The wanton recklessness and profligacy which gives to a riotous mob its most hideous features was not discernible on this occasion. Still it does not do to say in such an affair that the end can justify the means, as who can predict of lawless measures what the end may be? And in this very instance, whether the fire was applied to the materials of which the Ark was composed by the hand that demolished it or not, it was a direct and immediate consequence of the act of demolition, and came near spreading the calamity to an extent truly appalling. Nothing but the favorable state of the wind and the admirable management of the firemen prevented a conflagration which might very speedily have extended itself over a good part of the village. As it was, houses owned and occupied by quiet, peaceful citizens, who could ill afford to sustain the loss, were most unfortunately included in its ravages. Here, then, is a solemn warning against all attempts at correcting abuses by violent and lawless means; and as such it ought to be seriously regarded. The truth undoubtedly is that the early and efficacious application of the civil authority to abate the nuisance would have obviated all the evils of which it has been so fruitful a source. We are glad to learn that energetic measures are now in train for the suppression of other establishments of a like odious and demoralizing description. As with other maritime places, there is a degraded class of population brought within our borders, which can only be kept within the bounds of decency by vigorous police regulations. As the navigation of the port increases, the necessity for such regulations becomes the more apparent, and we have not the least doubt but that, perceiving the need, there will be found both the disposition and ability in those unto whom it legally appertains to second the general wish by adopting adequate measures of prevention in a matter of such growing importance to the community."

The Howard House, on North Second street, was soon marked as a victim by the riotous elements. It bore a reputation similar to that of the Arks. Benjamin Rodman, one of the selectmen, hearing of the proposed raid, notified the people, and when the mob came to do their work they were informed in a speech made by Mr. Rodman that the

house was vacated. They saluted him with three hearty cheers. "There are eleven of us," they said as they vanished in the darkness. What the significance of this saying was is unknown. I am indebted to Thomas R. Rodman for this incident.

On June 30, 1830, a town meeting was held to "see if the town will take into consideration the expediency of adopting measures to prevent the further destruction of property by riotous assemblages, and also to see if the town will think it proper to take any further measures to secure the safety of the town, in consequence of the recent burnings of dwelling-houses in the vicinity, agreeable to petition of J. A. Parker and ten others." Samuel Rodman, Jos. Ricketson, D. Davenport, John Howland, jr., Nathan Hathaway, James B. Congdon, Timothy I. Dyer, Benjamin Rodman, and Seth Russell, were appointed a committee to take into consideration the subject proposed. The committee made report: "Your committee are of the opinion that it is highly necessary that measures should be taken by the town in its corporate capacity to indicate its deep reprobation and abhorrence of the riotous proceedings and their attendant crimes, which have recently taken place in this vicinity. Your committee believe that a direct participation in said unlawful acts was confined to a comparatively small number of persons, but that these were countenanced and encouraged by a much greater number of the young, ignorant, and the thoughtless who were present, and who perhaps supposed they had an apology for their unwarrantable forbearance in omitting to suppress the disturbance in the degraded character of its victims, which cut them off from general sympathy. These and all others ought to know that the institution of civil government is designed to protect every individual in his rights, and especially to guard the weak and defenceless against the aggressions of the unprincipled and the strong. To the culprit even it guarantees by scrupulous formalities an impartial investigation of the charges alleged against him before it visits upon him the penalty affixed to his crime. Subversive then of all order, of all safety of property and life, not only to the class which have now been the sufferers, but to all, in the spirit of aggression and crime, which marks the late proceedings; and while they stamp the perpetrators as criminals of a flagrant character, on whom if convicted the law would visit its heaviest penalties, all

who encourage them by their presence or otherwise are guilty of a misdemeanor against the peace and good order of society, which admits of but slight extenuation from the plea of ignorance or levity. To guard the future against a repetition of such atrocious scenes as have on this and other occasions disgraced our town and vicinity, the resolution appended to this report is herewith respectfully submitted to the consideration of the town."

"*Voted*, To accept said report with the resolution appended; to wit:

"*Voted*, That a large committee be appointed, to consist of persons resident in the different sections of the town, which committee shall be called 'The Committee of Vigilance;' and it shall be the duty of the committee to communicate to the selectmen any information which may come to their knowledge of any design on the part of any evil-disposed persons to injure or destroy the property of any citizen, and be in readiness promptly to act, under the direction of the municipal authorities, to prevent any threatened outrage; and it shall be the further duty of the committee to communicate to the selectmen any information of which they may become possessed, which may render increased vigilance necessary in order to secure the safety of the town."

The following were chosen a committee of vigilance:

William H. Allen, James Arnold, Ivory H. Bartlett, Joseph Brownell, Paul Barney, Joshua Barker, Thomas B. Bush, John Coggeshall, E. N. Chaddock, Oliver Crocker, T. G. Coffin, Peleg Clarke, Ichabod Clapp, Zacheus Cushman, Thomas Cook, James B. Congdon, Latham Cross, Charles Grinnell, Edmund Gardner, Benj. Gage, Cornelius Grinnell, jr., Moses Gibbs, Hallett Gifford, William Gordon, jr., Ephraim Kempton, Manasseh Kempton, Robt. Luscomb, E. S. Kempton, Warren Maxfield, Stephen Merrihew, Chas. W. Morgan, Howard Nichols, Thos. Pope, J. A. Parker, Nat. Perry, C. M. Pierce, David Pierce, Joseph Ricketson, Thomas Riddle, Jireh Perry, Anthony B. Richmond, Mark B. Palmer, George Randall, Samuel Rodman, W. T. Russell, William Reed, Wing Russell, Billings Corey, Robt. Hillman, Zach. Hillman, Isaac Hathaway, Nathaniel Hathaway, Jas. H. Howland 2d, Eli Haskell, Cornelius S. Howland, George Howland, Ichabod Handy, T. I. Dyer, Elisha Dunbar, D. Davenport, Paul Ewer, Alfred Gibbs, Allerton Delano, Abraham Gifford, Alfred Woddell, Robert S. Smith, Pardon Tillinghast, James D. Thompson, Charles H. Warren, George Tyson, Phineas Burgess, Gamaliel Taber, Richard Williams, John P. West, Lemuel Williams, Jonathan R. Ward, Leonard Macomber, Bezaleel Washburn, Comfort Whiting, Bethuel Penniman, John Woddell, Dennis Wood, David R. Greene, Seth Russell, Marshall Waldron, James Wheaton, James Moores, Martin Pierce, Allen Potter, William P. Grinnell, Frederick Reed, Andrew Robeson, William Phillips, Frederick Parker, Richard Luscomb, Gideon T. Sawyer, Warren Mosher, William W. Swain, William R. West, Alex. H. Campbell, Benjamin Rodman, 110 men.

"*Voted*, That it shall be considered by said committee as a special part of their duty to detect any individuals who have been connected, directly or indirectly, with the late

outrages, and if such disgraceful scenes shall be repeated, that the committee shall leave no means untried to enforce upon the criminals the penalty of the law.

"A reward of $500 was offered for conviction.

"KILLEY ELDREDGE, Town Clerk."

This vigilance committee, organized for the specific object of protecting the town from mob violence, was the parent organization of our present efficient Protecting Society, which has had an uninterrupted career of sixty-three years, and is the oldest part of the Fire Department.

The prevailing sentiment in New Bedford regarding military affairs was such as to discourage the maintenance of military companies, and only so far as the law compelled their existence were they tolerated. Nevertheless, the light infantry and artillery companies were frequently called upon on public occasions; and national holidays depended upon these organizations for public parades. It was the annual musters of the State militia that kept them in existence, and much that is interesting may be recorded of their experiences on the tented field. Rosters of either of the local companies at this period are not to be found; but our venerable townsmen, Gideon T. Sawyer, has given the following list of persons who were members of the Light Infantry Company:

Lysander Washburn, William H. Topham, John Chapman, Isaac Hathaway, James Durfee, James Drew, James B. Coggeshall, Henry P. Willis, Joseph Webb, Pardon Potter, Luther G. Hewins, Uriah Allen, Paul Ewer, Merrit Bates.

In 1823 the annual muster was held at Assonet. In 1824 the companies attended muster at Smith Mills. Capt. Lysander Washburn was elected lieutenant-colonel of the regiment.

In 1825 the Fourth of July celebration was distinguished by its military character. "The Light Infantry Company, under the command of Zachariah Hillman, and the Artillery Company, Lieut. Comfort Whiting, had an imposing parade, and passed through a variety of evolutions and manœuvres creditable to the soldiers and gratifying to the spectators." The festivities closed in the evening with a grand ball, and the band that had rendered service during the day serenaded the citizens until early dawn. It was about this time that the first boys' military company of Bedford village was formed. Rodolphus N. Swift, now of Acushnet, was captain, and among its members who shouldered

the musket or pike were James H. Howland, Alexander Allen, Gideon Randall, John Stall, Rufus Howland and Fred. Stall. Master George Randall tuned the fife as they marched with flying colors through the town.

In October, 1826, the New Bedford Washington Artillery, Capt. John Harrisson, made an excursion to Nantucket. The event was one of great enjoyment to the soldiers, who evidently had a most delightful trip, judging from the account. A most important fact regarding the affair was, that this company was the first uniformed military organization that ever marched through the streets of Nantucket. The following courteous note was addressed to Captain Harrisson previous to his departure from the island:

"NANTUCKET Oct. 5th, 1826.

"Capt. J. Harrisson:

"The committee of arrangements on behalf of the citizens of Nantucket can not on this occasion permit you to depart without offering some testimonial of their great gratification at this voluntary visit of the New Bedford Washington Artillery, the first regularly uniformed military corps ever seen in this place, now containing a population of nearly 8,000. The committee can not but regret that untoward circumstances have contributed to prevent a reception more adequate to this occasion. But the very soldier-like appearance of your company, the superior skill of your band, and the gentlemanly deportment of your officers, all evincing a high state of discipline, and reflecting honor on yourself and them, have laid the people of this place under obligations never to be forgotten.

"May you return in safety to your homes and families, and may this tour prove a source of pleasure to all parties engaged in it. We have the honor to subscribe ourselves, dear sir, your obedient servants, on behalf of the citizens,

"S. H. JENKS,
ROBERT W. JENKS,
GEORGE W. EWER,
A. MELLEN,
ROBERT F. PARKER,
HENRY M. PINKHAM,
Committee of Arrangements."

To the above letter Captain Harrisson made the following reply:

"In acknowledging the receipt of the polite note with which I have been honored, permit me in behalf of the New Bedford Washington Artillery to express the lively sense that is entertained of the hospitable urbanity which on the part of the committee of arrangements and the citizens of Nantucket generally conduced to render the recent visit of the military company to your island peculiarly pleasant and gratifying. In communicating to you their grateful acknowledgments, I can not forbear to remark that

the obliging terms in which the committee have thought proper to refer to the occasion which inspires them, adds additional weight to an already awakened sentiment of obligation; and I beg to be permitted at the same time to tender you the assurance of my personal consideration and respect.

"JOHN HARRISSON.

"To the Committee of Arrangements."

The military companies played an important part in the Fourth of July celebration in 1827. The Light Infantry Company, Capt. Zachariah Hillman, and the Washington Artillery Company, Capt. David Sylvester, escorted the procession, which is spoken of as making a splendid appearance. The oration was delivered by J. H. W. Paige, esq. On September 7, 1827, the artillery company "left town" on an excursion to Clark's Cove, and spent the day in target shooting and camp duty. The reader may judge from the above item what a wilderness the south part of the town was at this time. The military events of this period are closely associated with the names of several citizens well known to the present generation. Among the living representatives is our venerable townsman, James D. Thompson, who still walks our streets with vigorous step, although eighty-five years of age. General Thompson came to New Bedford in 1827 at the age of nineteen, and at once became interested in the military affairs of the town. He rose rapidly to a high rank, and when but twenty-seven years of age was elected major-general of the Fifth Division of Massachusetts militia.

July 4, 1828, the Light Infantry Company, Capt. Luther T. Wilson, marched to Fairhaven and performed escort duty for the procession, and their services were spoken of as giving brilliancy and effect to the occasion.

The muster this year was held at Berkley, and on their way the infantry company encamped a day or two in Fall River, pitching their tents on the hill in the south part of the town. On Sunday morning they accepted an invitation to attend services in the Baptist Church, appearing, by request of the pastor, without music or arms. At noon Rev. Mr. Taylor, afterward the famous Father Taylor of Boston, well known as the "sailor preacher," visited the camp and invited the company to an afternoon service in the Methodist Church. "How shall we come?" inquired Lieutenant Thompson, who happened to receive the invitation. "Come?" said the clergyman, "why, come like soldiers

with music playing, and don't forget your muskets." And so they marched in true military form to the church and listened to a characteristic sermon from the text: "Wherefore take unto you the whole armor of God."

Nantucket seemed to have wonderful attractions for the soldiers in those days of peace. In July, 1829, the Light Infantry, under the command of Capt. James D. Thompson, made an excursion to that place. The following men participated:

Captain, James D. Thompson; lieutenant, Phineas Burgess; ensign, James B. Coggeshall; privates, Isaac Kempton, Pardon Potter, Rowland Rogers, Thomas Avery, Jona. Hart, Edmund V. French, Horatio Bly, Davis Sherman, Robert H. Gifford, Benjamin S. Burgess, William G. White, William E. Brown, Adonijah Chase, Merrit Bates, Silas Richards, Charles Tanner, Benjamin Chase, Charles F. Wilcox, David Weaver, Leonard Ellis, Abner W. Brownell, James A. Wilbor, James R. Lawrence, John Sanford.

The above names are copied from the original morning report, made by James B. Coggeshall, officer of the day, to James D. Thompson, commanding the New Bedford Light Infantry Company, on camp duty at Nantucket, Saturday morning, July 4, 1829. It was countersigned "All quiet." The company attended by the Middleborough Band, left the harbor at 7 o'clock in the morning in the staunch (if not fast) steamer *Hamilton*, arriving in Nantucket at 4 P. M., "where," says Captain Thompson, "we received a hearty welcome. As we entered the harbor, the vessels at the wharves and the shore were crowded with people, and it seemed as if the whole town had turned out to greet us. As we passed up the wharf our band played vigorously, and a right royal welcome was extended to us from the crowds that lined the streets. Our tents were erected on the hill, and our encampment was, for a day, an objective point of interest. A furious gale on the second night of our visit blew our tents flat to the ground, and there was fun in the camp till daylight broke. Early in the morning a committee of citizens offered the use of Lyceum Hall for our headquarters, which we gratefully accepted. Our company received marked attention during our stay, and had the honor of leading the procession. The company were on their best behavior, for they not only formally accepted an invitation but actually attended church on Sunday morning. A rule of the company forbade the use of intoxicating liquors on all public occasions, and though the unbounded hospitality of the Nantucket people put them to

a severe test, its members strictly adhered to this provision. In response to an invitation of Aaron Mitchell, the infantry company visited his residence, and after performing a series of military evolutions in front of the house for the edification of their host and his friends, they partook of a sumptuous banquet that was spread in the dining-hall. Mr. Mitchell had provided a number of well-filled decanters, but they were cheerfully removed when the above fact was made known to him. A refreshing supply of lemonade of a strictly temperance character was furnished the company by Samuel Tuck at his store." Captain Thompson speaks of this visit to Nantucket as one of the most enjoyable in his military career, and though sixty years have passed since the event, its memories are pleasant and gratifying. The infantry company left the island early in the morning and arrived in New Bedford at 9 o'clock in the evening.

The Fourth of July celebration in 1833 was an event in the history of the town. The day was ushered in with ringing of bells and salutes by the Washington Artillery, Captain Taber. At 10 o'clock there was a grand procession escorted by the Light Infantry Company, Capt. Phinehas Burgess, and the artillery company. The procession consisted of the town officers, Mechanics' Association, officers and soldiers of the Revolution, the Franklin Blues (a boys' military company of Fairhaven), societies, and citizens, under the marshalship of Col. James D. Thompson. An oration was delivered by Rev. W. Mudge, an original poem was read by Thomas P. Rodman, and the Declaration of Independence was read by Jeremiah R. Harris. At 2 o'clock there was a grand parade of Sunday-school children, and an address was delivered before them in the North Church by Thomas D. Eliot. The town was gaily decorated with flags, as were also the vessels in the harbor. The *Mercury* of July 12, 1833, in its description of the festivities of the Fourth, says of the Franklin Blues of Fairhaven: "We should not omit to mention that some of the youth and chivalry of Fairhaven, in the shape of a very neat and orderly military company of boys, paraded in our streets, and were noticed, as we can assure them, with much commendation by the elder, and much envy by the younger part of our citizens." The Franklin Blues numbered about thirty members. They wore blue jackets, white trousers, belts, and white caps, with black cord

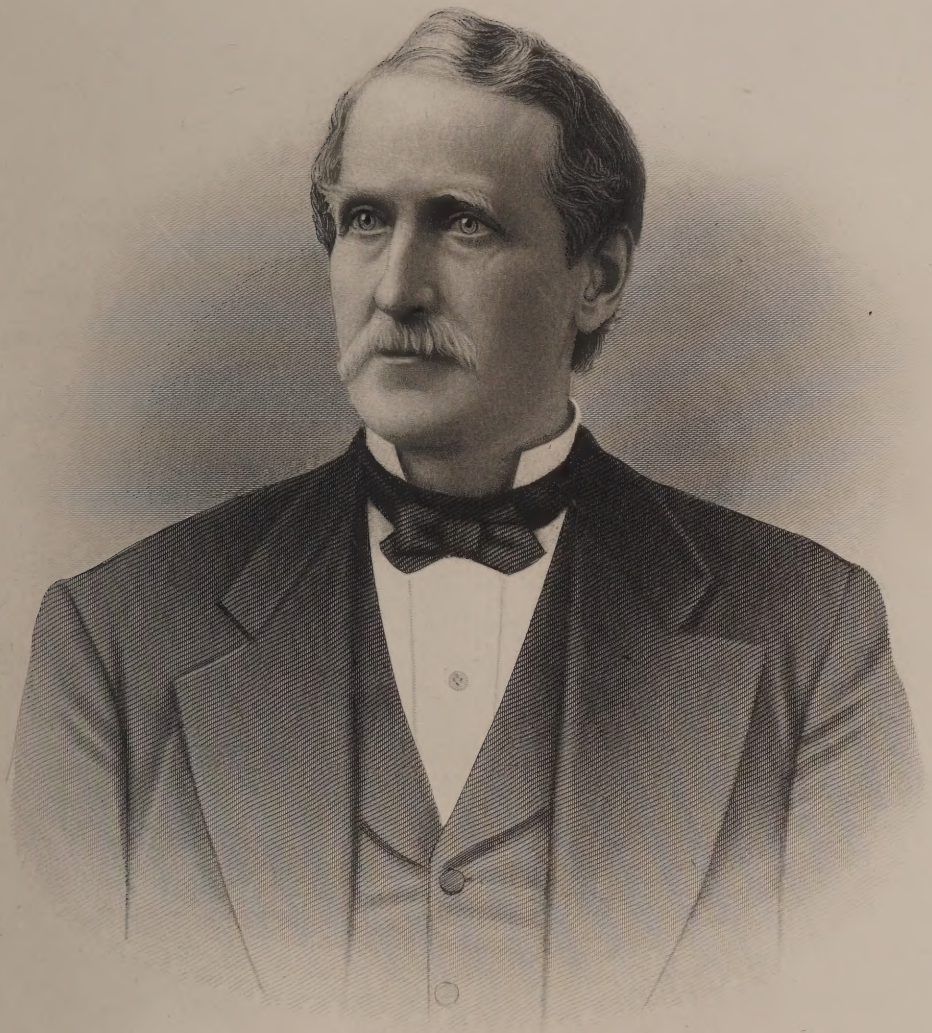
running from back to front and from side to side. The lads were armed with spears with a six-inch gilded blade. The following was the list of its officers: Captain, Ezekel R. Sawin; lieutenant, George Shaw; ensign and clerk, Tucker Damon; drummer, Asa F. Taber; fifer, James Wilson. Among the privates were Andrew Swift, Ansel Tripp, Moses H. Delano and George Stevens.

The appearance of this company of "Corsican" soldiers in our streets fired the jealousy of the Bedford boys, and originated the Jackson Blues, the most celebrated of all boys' military companies in the history of our town. I am indebted to Elisha C. Leonard, who was orderly sergeant, for the facts regarding this organization. But few days elapsed after the above event before generous contributions of money were secured, a uniform decided upon, and the spears were being made by Mr. Coleman, the carver, at his shop on First street. Cyrus W. Chapman, then on North Water street, was engaged to furnish the jackets, caps, and belts. The company was organized at once, with captain, ——, lieutenant, Elisha C. Leonard, ensign, Tillinghast Bailey, jr. The sail-loft in the old meeting-house on Elm street, east of North Second, was secured, and under the instruction of Gen. James D. Thompson, the regular military drill commenced. The young men soon acquired a knowledge of tactics and became exact and expert. Their movements were marked with the time and precision of veterans. Before the uniforms were completed, Master Cyrus Washburn, a son of Col. Lysander Washburn, came to the town to reside. He was received with great enthusiasm by the boys who were very desirous that he should command the Blues. A change was accordingly made, the captain first chosen (whose name seems to have escaped every one now living who belonged to the company) was made lieutenant, and E. C. Leonard went in as orderly sergeant. Mr. Bailey, who is described as being a handsome red-cheeked boy, carried the colors. A very elegant white silk standard was subscribed for by the merchants and painted by Joseph R. Rumrill, who lived in the Daniel Waterman house on Middle street.

It was a great day when the Jackson Blues made their first parade. They met under the old oak tree in front of James Arnold's mansion on County street, promptly at 1 o'clock on Saturday. Their uniforms consisted of a blue jacket, with gold lace around the collar, and gilt bell

buttons; white trousers; a real morocco belt, with a spread eagle upon the breast-plate; a green velvet cap that stood up some four inches and turned over, coming to a point over the left ear and terminating with a handsome gold tassel. A spear with black shaft and gilt head was carried by each of the lads; and their beautiful banner of snow white silk, edged with gold cord and tassels, gracefully floated from the banner pole that was crowned with a golden battle-ax.

They showed a becoming pride as they marched down Union street to the inspiring music of Dunham's fife and Chadwick's big drum. As most of the merchants and traders had contributed for their equipments, they were personally interested in the display, and a general satisfaction was expressed at their martial appearance. The Blues were frequently entertained during their parades, and many invitations were received by the company to visit various residences, where they rested from their marches and partook of the delicacies provided. The muster that fall was held upon the old windmill lot in Fairhaven. The line was formed on County street, in front of Mr. Arnold's residence, headed by the Norton Artillery. Immediately in the rear came the Jackson Blues, by courtesy of the regiment. After the regular inspection of the regiment on the muster field, the Jackson Blues were ordered out in front of the line and were put through various infantry evolutions. This was followed by a similar exhibition by the Franklin Blues of Fairhaven. The military season thus closed in a blaze of glory. In the spring of 1834 most of the members of the Jackson Blues met for the election of officers and to make preparations for the coming season. But alas for their enthusiasm and anticipated fun! A most serious difficulty presented itself. Not that their military ardor had been lessened, or their organization weakened by internal dissensions; indeed the circumstances were favorable for a successful season. It was the unexpected that happened. The boys couldn't button their jackets, or clasp their belts, and their trousers were altogether too short. And so it came to pass that the Jackson Blues died from natural development. This famous organization only lives in the memories of the old gray-headed members, who hobble along our streets, and, when they pass the old general with his still martial step, remember when he put them through the military exercises in the old sail-loft. No roster of the Jackson Blues can be found,



Engd by F. G. Kernan, N.Y.

Jos. Buckminster

but Orderly Sergeant Leonard furnishes a list of names of some who belonged to the organization:

Captain, Cyrus Washburn: lieutenant, ————; ensign, Tillinghast Bailey, jr.; orderly sergeant, Elisha C. Leonard; privates, Charles P. Seabury, James H. Richmond, Frank Dillingham, James Haffords, Charles Heath, James D. Parker, Thomas Allen, Charles Tarr, Peregrine White, William Luce, Davenport, Benjamin Hill, Charles H. Sylvester, Seth McFarlie, Lorenzo Dillingham, Roderick Harrison, Elisha D. Howland, Jacob S. Parker, Thomas Peaks, James Bates, William H. Doane, John Wood, Seth Sampson, John Nash.

Mr. Leonard says it is possible there are errors in this list, for it is now sixty years since the last parade. James R. Denham has in his possession one of the original spears carried by the Jackson Blues, and also exhibits the sword of Capt. John Harrison when he commanded the Washington Artillery.

Ensign Charles Eldredge gives the following list of boys who composed a juvenile military company in Fairhaven about 1820:

Captain, Edward Marchant; lieutenant, Isaiah F. Terry; ensign, Charles Eldredge; drummer, Samuel H. Eldredge; fifer, Joseph Stetson; privates, John Terry, Alexander Swift, John Church, Elery T. Taber, Daniel Taber, Nathaniel Stott, William Stetson, Joseph B. Merrihew, Joseph Taber, Josiah Taber, Henry Dabney, Ansel Gibbs, Barnard Damon, Nathan Delano, Gideon Alden.

January 6, 1826, the *New Bedford Mercury* was enlarged to a six-column sheet. It was published by B. Lindsey & Co., the firm consisting of B. Lindsey, B. T. Congdon, and B. Lindsey, jr.

June 12, 1827, the first number of the *New Bedford Courier* appeared, published by Benjamin T. Congdon. A circus was advertised November 14, 1828, to appear every evening except Sundays, on County street, opposite the academy, with the best equestrian company in America. The circus house, or amphitheater, as it was sometimes called, was located on the northwest corner of County and Elm streets, just north of the County street M. E. Church.

The Lyceum Society was organized December 8, 1828. The officers elected were: Stephen Merrihew, president; Abner Bourne, Benjamin Rodman, vice-presidents; curators, Charles W. Morgan, Thomas A. Greene, Joseph Congdon; committee of arrangements, Orville Dewey, J. H. W. Page; corresponding secretary, Francis Rotch; recording secretary, William T. Hawes; treasurer, W. C. Taber.

The Mansion House, formerly the residence of William Rotch, corner of Union and North Second streets, was opened as a hotel by J. Webster, December 19, 1828.

On July 25, 1830, occurred what may properly be termed the second great fire. I present the account as vividly portrayed in the *New Bedford Mercury:*

"On Sunday morning last the inhabitants of this town were alarmed by the cry of fire, which proved to be the dwelling-house of William H. Allen (now southeast corner of School and Seventh streets) and owing to the combustible material, after a long spell of dry weather, and the citizens being collected in the several churches at distant points, before effective aid could be obtained the whole building was enveloped in flames. The dwelling-house of Gideon Allen adjoining was almost immediately on fire and entirely consumed. As the wind was strong from the west and the position elevated, cinders were wafted from the burning mass in great quantities, threatening destruction to all within their range. The large carpenter's shop of Dudley Davenport, as also a boat-builder's shop belonging to Jethro Coffin, both considerably removed from where the fire originated, the latter three-quarters of a mile at least, were set on fire by these floating flakes of fire and consumed to the earth with the rapidity of magic.

"For a time the aspect of affairs was truly appalling. Several buildings narrowly escaped, which in their destruction would necessarily have involved a widely-spread conflagration. But through the untiring and judicious efforts of the fire department and the citizens generally, the further progress of the devouring element was happily arrested. The loss of property is very considerable, and it has fallen upon citizens eminently distinguished for worth and enterprise. Besides the above enumerated, a barn belonging to Tilson B. Denham, and a quantity of oil owned by Abraham Barker, esq., in the cellar of Mr. Davenport's shop, were consumed, the latter insured. Mr. Davenport's loss is estimated at not less than $10,000, being perhaps one-half of the whole amount sustained.

"The efficacy of the newly organized Protecting Society was very strikingly shown on this occasion. Much property was rescued from destruction, and much preserved from injury through the well-directed

exertions of this association. It was an occasion which loudly called for the best efforts of every one; and to the backward in exertion, if such there were, the conduct of the softer sex (ladies were actually seen passing water and furnishing refreshments to the exhausted firemen) must have proved an effectual monition.

"There is no doubt that this fire was occasioned by a lad's inadvertently dropping coals from a shovel. This should be a caution to every one to provide themselves with a covered shovel made for the purpose of carrying fire, which may be had at a small expense, and is perfectly secure.

"We have heard the interminable ringing of bells in cases of fire justly complained of. After the alarm is effectually given, surely no possible advantage can result from keeping up a ringing for hours, and it may be seriously injurious to the sick as well as annoying to the near dwellers."

This criticism recalls a story of a gentleman visiting this town, who, hearing the fierce ringing of the bells, rushed into the street, and seeing the people running in one direction (for it was the prevailing custom to depend on the clanging bells, rather than on the boisterous cry of fire), was led to inquire of a passer-by what was the matter. "A fire," was the response. "A fire? A fire? My dear sir, do they have private fires in this town?" The fact that he heard no voices crying fire led the stranger to ask this question.

In 1833 Perry Russell's prussian-blue works, then located on the northwest corner of William and Sixth, street took fire in the night and burned to the ground. The house recently torn down by the Y. M. C. A. was in great danger and would have been consumed but for the vigorous efforts of the firemen. One of these, Capt. Humphrey W. Seabury, helped drag an engine into the yard, and finding the well had given out, took the contents of one of the vats to supply the engine. The owner of the house had the satisfaction next morning of seeing his house saved from the flames, and of finding it painted a new color, a beautiful blue.

Among the deaths occurring in the town at this period were: 1826, March 18, Abraham Smith, for twenty years postmaster of the town, aged seventy-seven; 1826, September 29, Capt. John Howland, aged eighty-five; 1826, October 5, William B. Rotch, son of Benjamin Rotch

of England, aged twenty-three; 1826, December 21, Deborah, widow of Capt. Philip Howland, aged seventy-two; 1827, January 30, Elizabeth, wife of William Rotch, a worthy member of the Society of Friends; 1827, July 18, William West, aged seventy-four; 1827, July 28, Sylvester Greene, aged ninety; 1828, May 16, William Rotch, aged ninety-four; 1829, March 3, Capt. William Meader, aged seventy-eight; 1829, June 16, Joseph Bourne, for many years chairman of the Board of Selectmen, aged forty-one; 1829, August 22, Gilbert Russell, aged sixty-nine.

As late as 1824, cows were allowed to run at large, except at night.

The community was again alarmed with regard to the small-pox in 1824. A committee consisting of the selectmen, William Whitridge, Gideon Randall, Paul Spooner, and Alexander Reed was authorized to raise money for the purpose of preventing the spread of the disease.

At a town meeting held December 20, 1824, the selectmen were authorized to employ "four good and sufficient persons to keep a night watch for four months from the present time, and two men during the remainder of the season."

A town clock was purchased in May, 1825.

At a special meeting, May 23, 1826, the town voted to petition the legislature that a "public gaol" for the county of Bristol be erected within the limits of New Bedford.

The high school was discontinued in 1829, under an act of the legislature.

The number of watchmen was increased in 1829. This, without doubt, was deemed necessary on account of the Ark riot.

Among the business men of New Bedford in 1830 were the following:

William C. Maxfield, tailor; John Bailey, britannia ware; Mr. Negus, lessons in penmanship; Brightman & Barstow, spars, planks, ship timbers, etc.; Wing Russell, fresh northern honey in pots, worm lozenges and medicine; E. W. Greene & Co., dye stuffs, logwood, vitrol, etc.; Oliver Swain, boots and shoes; Macomber & Sullings, dry goods; S. & C. S. Tobey, dry goods; Philip Anthony, dry goods; William Swain, portrait painter; Jacob Parker, chains, anchors, gunpowder; William Eddy, groceries and general goods; Francis Taber, jr. & Co., hardware, stoves; Ivory H. Bartlett, southern corn, salt; Coggeshall, Richmond &

Vose, dry goods and notions; F. S. Alden, flannels, woolens, and yarns; Oliver Crocker, general merchandise; John P. West, lime and bricks; Frederick Bryant, hardware and looking glasses; Elisha Thornton, fresh figs from Turkey; Watson Ellis, cabinetmaker; Paul Ewer, boots and shoes; Isaac Howland, jr. & Co., patent cordage, hawsers and rigging; Benjamin Hill, groceries, West India goods; Dyre & Richmond, coppersmiths; Edward Stetson, quadrants, compasses; A. Gerrish, jr., agent Delaware and Hudson Coal Company.

At the annual town meeting in 1830, the boundaries of streets and roads were fixed, and monuments placed in proper positions. Each monument was a block of granite, with the top squared. The upper end was placed nearly even with the surface of the ground, and a cross-cut, or a drill hole, marked the precise line of intersection.

The following table gives the dates, previous to 1830, when many of the streets were accepted as public highways:

Union Street.....April 26, 1769.
Spring street, first part....March 22, 1800.
second " .....May 8, 1824.
School street, first part....March 22, 1800.
second " .....May 14, 1807.
third " .....May 10, 1809.
Walnut street.....March 14, 1796.
Bush street.....May 14, 1807.
Water street, first part.....March 8, 1769.
second " ....March 13, 1788.
First street.....March 10, 1796.
Second street, first part...March 22, 1800.
second " ..April 22, 1823.
Third street, first part.... March 14, 1796.
second " ..... May 8, 1797.
third " .....May 14, 1807.
fourth " ....March 20, 1804.
Fourth street, first part... March 22, 1800.
second " ....May 14, 1807.
third " .....April 13, 1829.
Fifth street, first part.....March 22, 1800.
second " .....April 6, 1829.
Sixth street, first part....March 22, 1800.
second " .....May 9, 1806.
third " .....May 2, 1818.
fourth " .....March 29, 1821.
Seventh street.....May 14, 1807.
Russell street.....March 21, 1821.
[At an earlier period this was called Halifax street.]
Wing street.....March 29, 1821.

South street. ..... March 20, 1808.
North Second st., first part..May 13, 1784.
second " .....May 3, 1794.
third " .....May 4, 1795.
fourth " .....March 22, 1796.
Purchase St., first part.....May 4, 1795.
second " .....Aug. 24, 1802.
Ray street.....May 14, 1798.
William street..... May 4, 1795.
Elm street, first part.....April 6, 1800.
second " .....April 5, 1819.
third " .....May 13, 1808.
fourth " ....March 28, 1831.
Middle street, first part.....May 13, 1788.
second " .....Jan. 30, 1796.
third " ....May —, 1798.
fourth " .....April 5, 1813.
Middle street, first part.....May 13, 1788.
second " ....Jan. 30, 1796.
third " .....May –, 1798.
fourth " ....April 5, 1813.
High street .....May 8, 1800.
Charles street..... May 15, 1807.
Mill street .....March 30, 1806.
Pleasant street..... March 30, 1806.
North street.....Sept. 8, 1787.
Hillman street..... April 26, 1808.
Maxfield st., first part.... March 22, 1796.
second " ....April 26, 1808.
Willis street, first part.....Aug. 24, 1802.
second " ..May 14, 1812.

CHAPTER XVI.

1830 to 1840.

Events of Interest — The Cholera — Financial Distress — Disastrous Fire — Military Matters — Disorganization of the Militia — Divers Events — The First Directory — The Pacific Insurance Company — Notable Deaths.

VIGOROUS action was taken by the town in 1830 to restrict the sale of liquor At the town meeting in April resolutions were passed recommending the selectmen to limit the number of retail dealers to five, and "that they be qualified by their character for integrity, discretion, and firmness, faithfully to fulfill the important obligations which the law enjoins."

The school appropriation for 1830 was $4,225, and was distributed through the six districts into which the town was divided, with a special sum of $300 for a school for colored children.

A stage route between New Bedford and Padanaram village was established June 1, 1830.

The New England Caravan gave an exhibition in New Bedford October 28, 29, 1830. Ninepence was charged for admission. The Siamese twins were first exhibited in New Bedford at the Mansion House, October 24, 1831. They remained in town for a week on account of the detention of the boat for Nantucket.

The Mechanics' Insurance Company was chartered June 9, 1831, with a capital of $100,000, for marine risks only. A subscription was opened October 28, 1831, to procure funds for erecting an observatory on Prospect Hill, to be attached to the Mariners' Church, then building. This observatory was built on the tower of the church and was seventy feet in height from the level of the street.

In 1831 the streets were lighted with "lanthorns," and $1,250 were appropriated for their provision and maintenance. In 1832 special attention was given to the improvement of the streets and highways. The first flagged sidewalks were laid this year, and several reservoirs were built.

Penny-post delivery for letters was first inaugurated in New Bedford, February 2, 1832, when Richard Williams was postmaster. Two cents were charged for local mail.

In 1832 the Asiatic cholera, that had devastated many cities in the old world, made its appearance on this continent. It created great consternation throughout the land, and every precaution was taken to prevent the spread of the pestilence. At a special town meeting held June 23, 1832, action was taken by the appointment of a vigilance committee. It was given extraordinary powers; and the town treasurer was authorized to borrow such moneys as were necessary to carry into effect such sanitary measures as the committee should adopt. Samuel Rodman, jr., was the chairman of this committee, which was composed of thirty of the most prominent citizens. The dreaded scourge did not gain a foothold in New Bedford, but was very fatal in the West and South.

The *Courier* of August 17, 1832, says the Christian church (the North Christian) was raised in three days by twenty men under the direction of the Messrs. Davenport. It was probably the largest place of public worship in the county—90 feet in length, 70½ feet in breadth, and 145 feet to the top of the spire. No ardent spirits were used during its erection.

June 4, 1833, the town passed a vote, inviting President Jackson, who was making a tour through several Northern cities, to visit New Bedford. The committee of citizens, Rowland R. Crocker, Robert S. Smith, Lemuel Williams, John H. Clifford, Charles W. Morgan, Joseph Grinnell, and William T. Russell, received the following reply to the invitation:

"New York, June 13, 1833.

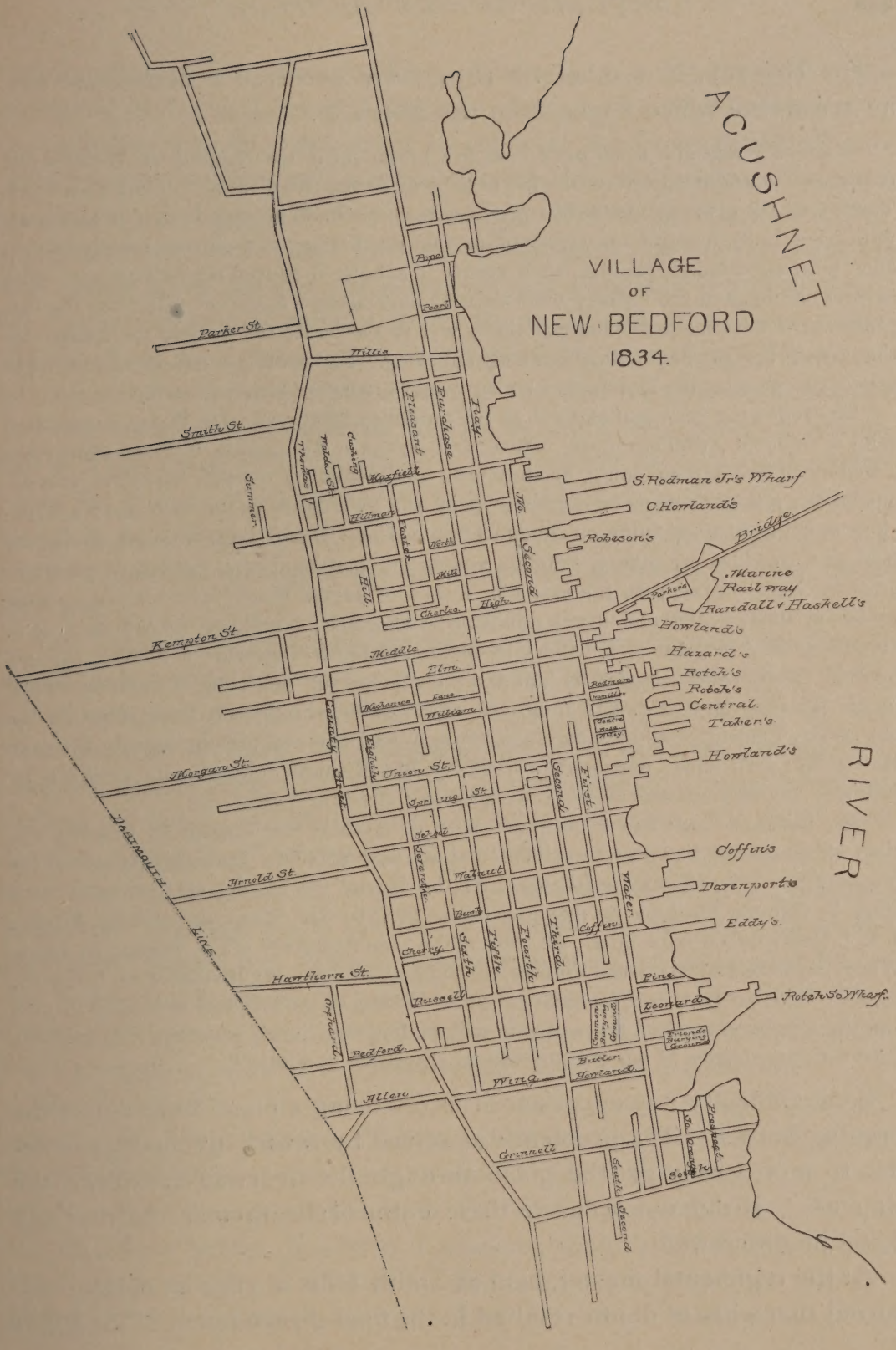
"Gentlemen: I have received your communication inviting me in behalf of the citizens of New Bedford to take that place in my tour to the North. It would give me pleasure to exchange friendly greetings in that quarter, but finding that it is some distance from the route which I propose to travel, I must beg leave to decline the invitation and rely upon your kindness in making acceptable to my friends at New Bedford this assurance of my respect and gratitude to them. Your obedient servant.

"ANDREW JACKSON."

The years 1833–34 were seasons of great distress and financial embarrassment in New Bedford, as elsewhere. A public meeting was held January 16, 1834, to take into consideration the deranged state of the

money market. James Arnold presided, with John Perkins and Joseph Ricketson, secretaries. The meeting was largely attended, and many citizens were unable to gain entrance to the hall. A committee consisting of James Howland 2d, Alfred Gibbs, Charles W. Morgan, James B. Congdon, John H. Clifford, and William W. Swain, was appointed to prepare resolutions, which were adopted by the meeting. Their case was presented to the House of Representatives in Washington, February 5. Hon. John Reed, who presented it, said that New Bedford had been highly distinguished for its enterprise, and that its prosperity had been almost unexampled in the country. But three cities in the country had more vessels than New Bedford, and in none had they been more successfully or usefully employed. He stated "that while in the full tide of success, suddenly and unexpectedly they have been plunged into almost overwhelmed distress; that trade and confidence are in a great measure destroyed and business stopped; that they cannot fulfill their engagements, because they cannot sell their property for cash, or obtain any loan of money; many worthy and hitherto prosperous men have been ruined, and the future presents prospects awfully alarming and distressing. They believe the present calamity and distress are mainly owing to removing the deposits and the measures resulting from the removal. They earnestly intreat Congress to restore the deposits, because they see no other mode of obtaining relief; but, at all events, to unite in affording speedy and effectual relief in such manner as their wisdom may direct."

On February 22, 1834, a memorial adopted at a meeting of the citizens was forwarded to Mr. Reed. It was signed by 832 citizens of New Bedford, 219 of Dartmouth, 417 of Fairhaven, 287 of Wareham, 175 of Rochester, and 136 of Westport, in all 2,058. Only twenty individuals in New Bedford declined to sign the document. This memorial was addressed to the Senate and House of Representatives of the United States of America. It set forth the deep distress and calamity befalling the people of New Bedford and vicinity and prayed for speedy relief. It urged the establishment of a national bank, claiming that such an institution would again restore credit, security, and prosperity to the whole country.


ACUSHNET
VILLAGE
OF
NEW BEDFORD
1834.
RIVER
Parker St.
Mills
Pope
Bard
Pleasant
Pemberton
Ray
Smith St.
Summer
Maxfield
Hillman
Bell
Charles
High
Middle
Elm
Kempton St.
Madison
Lane
Williams
Union St.
Margaret St.
Hamilton
Arnold St.
Hawthorn St.
Bedford
Allen
Wing
Grinnell
Russell
Cherry
Water
Coffin
Pine
Leonard
Bridge
S. Rodman Jr's Wharf
C. Howland's
Robeson's
Marine Rail way
Randall & Haskell's
Howland's
Hazard's
Roth's
Robe's
Central
Taber's
Howland's
Coffin's
Davenport's
Eddy's
Roth's So. Wharf
Second
Third
Fourth
Fifth
Sixth
Seventh

On Tuesday, November 18, 1834, there occurred a destructive fire, an account of which I take from the *Mercury :*

"Yesterday morning at an early hour fire broke out in the building on Water street partly owned and occupied on the lower floor by James Wady as a boot and shoe store. The fire had previously made such progress that the building was almost immediately enveloped in flames, and notwithstanding that our firemen and citizens repaired to the shop with accustomed alacrity, their efforts to subdue it proved unavailing until after several buildings in the vicinity were entirely consumed. A violent gale from the east prevailed at the time, and such was the power to accelerate and extend the flames that the scene presented at one time was truly appalling. Fortunately a rain during the night assisted to prevent the destruction which would otherwise have inevitably ensued.

"The following is an enumeration of the buildings destroyed: On Water street (west side) a valuable dwelling-house, owned and occupied by Captain William Blackmer; a two-story building adjoining, on the south, also owned by Captain Blackmer, and occupied as a milliner's shop on the lower floor, and by a family in the chambers; a three-story building, also adjoining on the north, owned by Captain Isaac Vincent, and occupied as a dwelling by several families, and in the basement as a victualing establishment by James Carver; on the east side, a shop of James Wady, with a stock in trade valued at about $7,000 and heavy outstanding accounts; a building owned by J. & J. Howland, and occupied as a bakery by Messrs. Sayre & Denham; a building owned by John Easton, and occupied by him as a store-house for casks, etc.; a building owned by Mr. Thomas Howland, and improved as a dwelling-house; on First street (in the rear of Mr. Vincent's building) dwelling-house owned and occupied by Captain Ephraim Hathaway; two small tenements owned by Mr. Richard Johnson, and occupied by families; and also another building occupied as a dwelling-house.

"We have not been able to ascertain with correctness the amount of property destroyed. It cannot, however, be estimated at less than $20,000. Insurance on part of the property had been effected as follows: At the Bristol County Mutual Insurance Co.'s office, by Captain Blackmer on dwelling-house, $2,700; Jas. Wady, on building, $1,100; J. & J. Howland, on bake-house, $2,100; at the Manufacturers' office, Boston, by James Wady, on stock, $2,000; Isaac Vincent, on building, $2,000; W. Blackmer, on furniture, $1,000; Thomas Howland, on building, $600. None of the property was fully insured and the loss by several of the sufferers will be felt with much severity. To such we hope the benevolence of our citizens will be cheerfully extended."

Some difficulty was experienced in removing a piano from one of the burning houses. The problem was solved by sawing off the legs in order to more easily get the piano through the doorway and down the staircase. It did not occur to these enthusiastic firemen that the legs could be unscrewed.

At the regimental muster, held at Smith Mills in 1832 an episode occurred that without doubt resulted in the final disbandment of the Light

Infantry Company of New Bedford. The corps came on the field under command of Lieut. John H. Chapman; and, as the other companies of the regiment were all commanded by captains, the Light Infantry Company by strict military rule was assigned the left of the line. They had long occupied the post of honor, the right of the line, and were highly indignant when they found themselves displaced. When the regiment was drawn up in line and the places of each company definitely fixed, the Light Infantry Company under the command of a non-commissioned officer, Paul Ewer, marched off the field and encamped in an adjoining meadow. Lieutenant Chapman retained his position in the line and thus escaped court-martial, though he was undoubtedly in sympathy with the action of his company. The incident created great excitement, for it was unprecedented in the history of the regiment. Such a violation of military law could not be overlooked; each member was fined $12, and an apology from the company was demanded from headquarters.

The Light Infantry Company held several meetings to consider the situation, but refused to apologize, and were therefore disbanded. Their last meeting and parade was held December 17, 1833, at 12:30 P. M. After a business meeting, the company formed in line and marched up Union street, bearing a banner with the inscription, "United we stand, divided we fall." When the band struck up the tune, "O dear! what can the matter be?", the steps of the soldiers were animated to a remarkable degree, and the parade assumed somewhat of a grotesque character. So says one of the lads who stood on the sidewalk as the procession passed by. The company marched into the dining hall of the Eagle Hotel, where they partook of a sumptuous banquet. Thus closed the career of the Light Infantry Company, an organization that had its origin far back in the days of the American Revolution.

The New Bedford Mechanics' Rifle Company was the legitimate successor of the Light Infantry Company, and was organized in 1834, with the following officers: Captain, Jeremiah G. Harris, commissioned January 28, 1834; lieutenant, Benjamin F. Shattuck, commissioned February 28, 1834; ensign, Eliphalet Cushman, commissioned February 8, 1834; clerk, Charles O. Boutelle. The company consisted of four sergeants, four corporals, and sixty-three privates. Among the latter

were: Caleb Maxfield, E. L. Foster, James Foster, C. B. Lucas, Dexter Jenney, Horatio Bly, Stephen Curtis, —— Joslyn, Charles Tanner, and William B. Doty. July 18, 1836, Captain Harris was elected major of the battalion of light infantry and continued in that office till March 1, 1838. Stephen Curtis succeeded him in command of the Rifle Company and was commissioned April 28, 1836. The other officers at this time were: Lieutenant, Seth H. Ingalls, commissioned September 26, 1836; ensign, Thomas Bailey, commissioned September 26, 1836. The company wore a rich uniform that consisted of a short frock coat and trousers of gray cloth, trimmed with black cord, the uniforms of the officers being decorated with gold cord. The imposing feature of the uniform was the leather cap, crowned with a plume of silver-gray hair,

The first public parade took place on Friday, June 20, 1834. The Rifle Company was accompanied by the Boston Brigade Band. After marching through the streets they gave an exhibition of military movements, "performing a few evolutions which, for precision and accuracy, could hardly have been exceeded by practiced veterans." They then proceeded to the residence of Ensign Timothy Ingraham, on North Second street, where an elegant standard was presented them by Mrs. Ingraham, in a graceful and becoming manner.

At the conclusion of these ceremonies, the Rifle Company returned to their armory in Mechanics' Hall and partook of a collation, served by Mr. Blake, of the Commercial Coffee House. Then over the bridge they went and exhibited themselves to the admiring gaze of the Fairhaven people, performing their military evolutions to the evident satisfaction of the crowds that lined the streets of the village. On their return they escorted Brigadier-General Thompson and staff and Lieut.-Col. Henry H. Crapo and staff to Mechanics' Hall and there partook of a banquet. The hall was elegantly decorated in honor of the occasion. The festivities of the day were suddenly transformed into scenes of mourning by the receipt of the news of the death of Lafayette. While minute guns were being fired, the corps marched again through the streets to the solemn strains of a dirge, bearing badges of crape, with arms reversed, and with other demonstrations of sorrow.

The Mechanics' Rifle Company was highly honored during its brief existence, being frequently called upon for escort duty on public occa-

sions. In 1836 Edward L. White composed the New Bedford Mechanics' Riflemen's march and dedicated it to Major-General Thompson. A copy of this music is in the Public Library. The company was disbanded December 27, 1837.

The Washington Artillery, whose existence dates back to the American Revolution, was disbanded in 1836. It is impossible to give a complete roster of the company. Through the kindly aid of our venerable townsmen, Gideon T. Sawyer, the following list is presented of persons who were members of the organization at different times:

James D. Proud, Stephen Daggett, Timothy Western, Gideon T. Sawyer, Joseph Chase, Isaac Maxfield, Caleb Hathaway, William Little, Samuel Little, George P. Dunham, Spooner Babcock, Lewis Thrasher, Philip Allen, Joseph Cromwell, Edward H. Wilkie, Thomas West, —— Simmons, David E. Chase, William Phillips, Thomas Booth, Spencer Pollard, James Davenport, Alden Braley, Reed Haskins, Ebenezer Parlow, Hartley H. Sparrow, Darius Davis, Thomas Jenney, James H. Collins, Charles Tobey, Elisha Everett, —— Stackpole, Benjamin F. Lewis, Thomas Peckham.

Among the captains who served this company were George Dunham, John Harrisson, David Sylvester and Stephen W. Taber.

John K. Cushing has given some boyhood reminiscences of the artillery company. He says that the gun-house stood in the line of State street and very near the big tree in the center of the Common. The "target-shoots" were great occasions for the Bedford youth, who were sure to be present. They were held on the lot on County street immediately south of the Bullock residence, the target being placed near the Cove shore. On returning to town the riddled target was elevated on the gun carriage, and displayed to the admiring crowds as the company passed through Purchase street on their way to the gun-house. At the time the artillery company disbanded they had an elegant blue uniform, consisting of a double-breasted swallow-tail coat with heavy gilt buttons, and trousers decorated with heavy gold stripes. The head covering was a black chapeau, surmounted with a plume of brilliant red feathers.

Major-General Thompson has kindly given free access to his military records, from which has been gleaned much valuable and interesting information. The following correspondence contains important facts relative to the closing career of the Washington Artillery. Major-General

Thompson, in his report to Adjutant-General Dearbon, August 31, 1837, said:

"Having occasion a few days since to visit the gun-house [then situated where is now the Common], I found the guns in a shocking condition, having been injured very much from the recent damp weather and from other causes. They have been without a company for more than a year. Liberty was granted about ten months since to form a company here, and at that time there was a prospect of raising one; but it failed altogether, and I now see no prospect whatever of a company being formed to take charge of them. I have endeavored to raise a volunteer company, mostly for the purpose of taking care of the guns (wishing to retain them with us), but that I find to be impossible. The gun-house is situated some distance from the village, and is very much out of repair, and I found on my recent visit that it had been broken open and the implements were scattered all over the building and a part of the harness missing. I shall therefore recommend the removal of the guns, etc., to Boston, as I am satisfied that nothing can be done toward raising a company here."

In October, 1838, the guns were sent to Boston, the house sold, and thus closed the career of the Washington Artillery.

Bedford village was now without a uniformed military company, and the regular militia was in a deplorable condition. The annual musters were but burlesques, and every man who could escape service did so on the most trivial excuse. Indeed, the constant changes in the State laws which enlarged the class of "exempts" formed the chief cause of the demoralized condition throughout the State, and served to bring the whole service into contempt.

In response to inquiries made in August, 1834, the following opinion was expressed and a prediction made by General Thompson that found its fulfillment within three years:

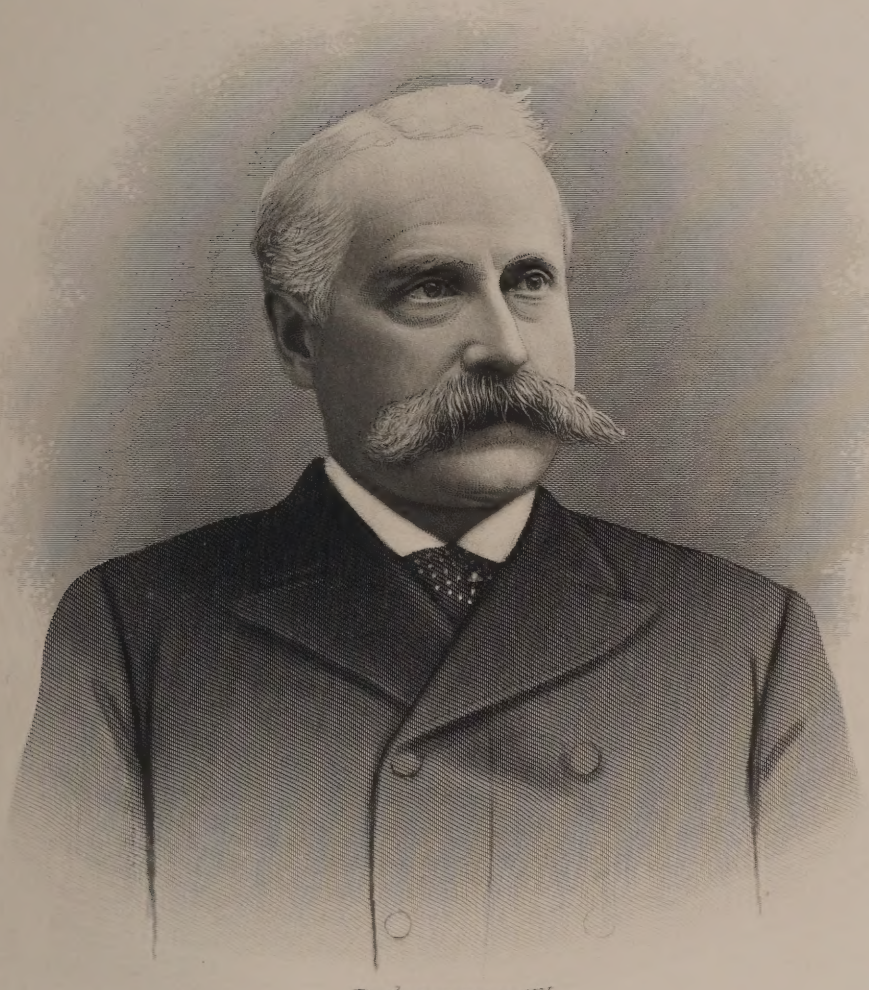
"As my opinion as to the future prospects of the volunteer companies in this brigade is requested, I will only state that I consider the law of March 29, 1834, directly calculated to destroy one of the most valuable of our republican institutions, viz.: the organization of our militia. Under this law our volunteer companies can not long exist, and the cause I believe must be apparent to all who investigate the subject.

"Very respectfully yours, JAMES D. THOMPSON,
"Brig.-Gen. 2d Brigade, 5th Division.

"Adjt.-Gen. W. A. Sumner, Boston."

It was about this period (1837) that the militia system of the State went to pieces. From its ruins arose the present organizations of volunteer companies.

The training days and annual muster had become scenes of drunken-



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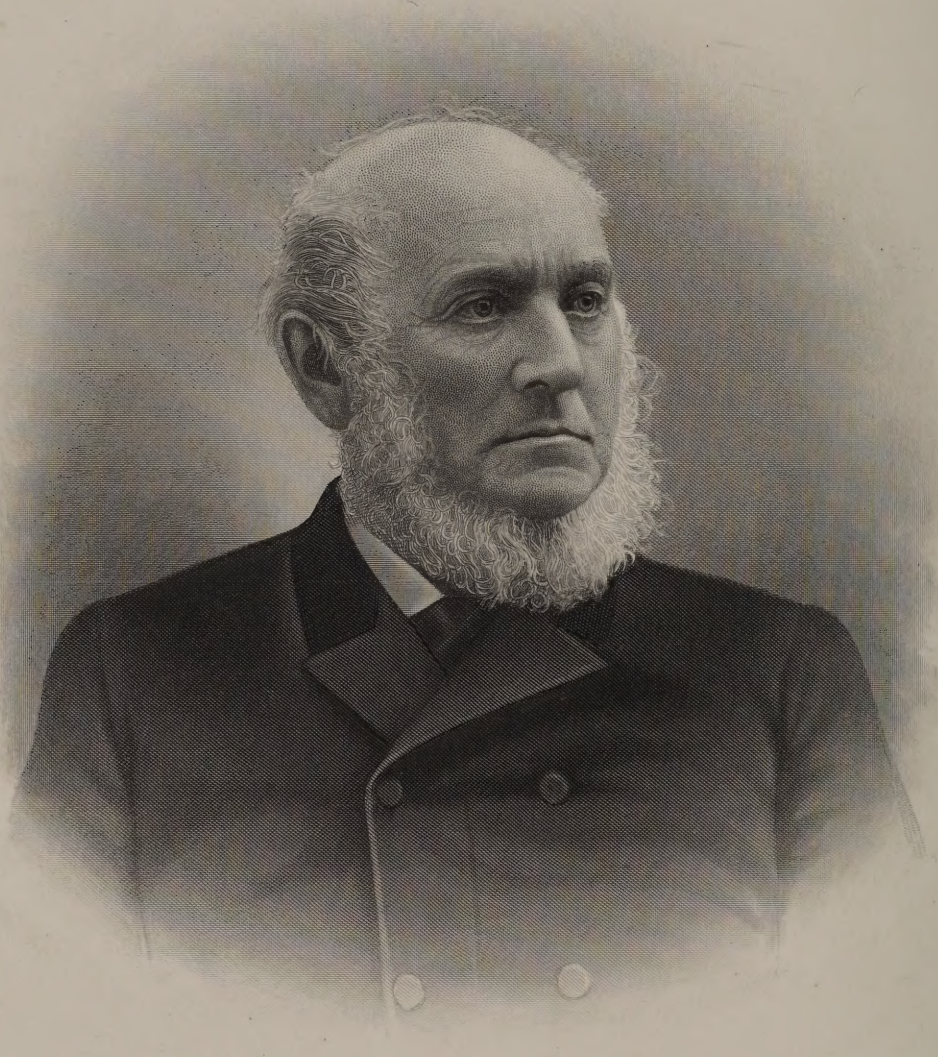

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ness, gambling and riot. There is a record of a muster in this vicinity where there were eight or ten open groggeries on the field. So disgraceful were the scenes enacted that they called forth the severest condemnation from the newspapers of the day. At a muster held in Fairhaven four or five members of a militia company came to the field each with a codfish strapped to his back in place of the regulation knapsack. Their grotesque appearance made fun for the crowd, and for a time the performers in their novel armor absorbed the attention of the whole field. They continued to do so throughout the day, but under a change of circumstances, Colonel Crapo put them under arrest, stationed a guard over them, had them fed at noonday on crackers and water, and kept them in confinement till the regiment was dismissed.

The most attractive company of that time was the Washington Artillery with its nearly new Continental uniform. Ensign Tuckerman carried a rich blue flag with the arms of the State upon it. The music of the fife, kettle and bass drums answered for ordinary occasions, but on extra days a full band was employed. At the May training in 1836 a militia company paraded in front of the court house on County street. At this time the whole militia system was in disrepute, and several of the company dressed in caricature. One represented the then renowned Jack Downing, and another the Indian chief, Black Hawk. Both were tall men, and they marched side by side for greater effect. Another soldier had a salt codfish strung over his back. It was a cold, blustering day and the captain, to keep up the dignity of his office, marched and counter-marched his company up and down the principal streets, much to their disgust, as the dust was blowing fiercely in their eyes.

About the year 1835 there was formed a juvenile military company, consisting of twenty-five or thirty lads, many of whom lived on or about Johnny Cake Hill. They drilled in one of the rooms of the Dudley Davenport house, now standing on the southwest corner of Walnut and South Water streets. The company wore the inherited uniforms of the Jackson Blues, so far as boy soldiers could be found to fit them. The life of this organization was very brief, else it might have met the same fate as did the company whose members were once occupants of these same uniforms. The company was officered as follows: Captain, Charles C. Case; lieutenant, Thomas L. Allen; drill sergeant,

Dudley Davenport. Among the privates were James Chase, Nathaniel Lucas, Joseph Dodge, and Charles G. Davenport. The most important feat of this corps of youthful soldiers was to march around the Head-of-the-River, which meant a tramp of seven miles for the lads. An invitation to partake of a collation by a resident on the route caused a full attendance, and as they marched over the bridge on their way to Acushnet, visions of sandwiches, jelly cakes, pies and tarts arose before them. "Blessings on the man who gives to youth a genuine pleasure," so thought these juvenile soldiers as they proudly marched to the residence of their host and grounded their arms under the sheltering oaks. Their thirst was assuaged at the open well with cool, sparkling water, and a liberal supply of apples was what they got for refreshments. The march homeward was in marked contrast to that of the morning. The company never survived this disappointing seven-mile march, and so it died.

An Anti-Slavery Society was formed at Lyceum Hall June 25, 1834. A constitution was adopted and the following officers elected: President, William Rotch, jr.; vice-presidents, Joseph Ricketson, John O. Choules, Andrew Robeson, Joseph Congdon; corresponding secretary, John Burrage; recording secretary, James B. Congdon; treasurer, John F. Emerson.

The subject of temperance was at this period in constant agitation. The following theme was discussed before the New Bedford Lyceum, October 28, 1834: "Would it be justifiable to make the subject of temperance a political question?" The *Mercury* says: "The favorable state of affairs in New Bedford to-day, as concerns the scarcity of the grog-shops and liquor elements, is undeniably due to the earnest efforts of the citizens a generation or two ago, to suppress intemperance and the sale of ardent spirits."

On June 15, 1835, the *Mercury* office was removed from the Macomber building to the brick building on Water street occupied by the Bedford Commercial Bank.

It appears that in 1835, and for several years prior to that date, the sentiment in New Bedford against the circus and other traveling shows was expressed by the refusal of the selectmen to grant licenses. Circus managers escaped the effects of this edict by holding their exhibitions

in Dartmouth just across the line. The matter was discussed at two town meetings, and it was decided by a majority vote to instruct the selectmen to grant licenses for such entertainments. So it happened that the citizens were privileged for the two weeks following December 23, 1835, to attend Buckley, Weeks & Co.'s circus at the Amphitheater, corner of County and Elm streets.

The Fourth of July, 1836, was observed with unusual ceremonies. The vessels in the harbor made a brilliant display with bunting and flags; the revenue cutter *McLane* fired a salute early in the morning; at 10.30 o'clock a procession was formed in front of the court house, under the direction of Lieutenant Sturges, and marched through several streets; an oration was delivered by Wendell Phillips. In the evening the cutter *McLane*, anchored in the harbor just abreast of Union street, was brilliantly illuminated.

The Young Men's Anti-Slavery Society was organized in 1836, and held its first annual meeting January 2, 1837, in the building formerly known as the Elm Street Academy. I. C. Taber was elected secretary.

The first directory of the town of New Bedford was published this year by J. C. Parmenter. It was edited by Henry H. Crapo. It contained the names of the inhabitants, their occupations, places of business, and dwelling-houses; the town register, with list of streets, wharves, town officers, banks, churches, fire department, etc. It contained also the by-laws and ordinances of the town. The subscription price was fifty cents; extra binding, seventy-five cents.

The subscription books for the building of the first railroad from New Bedford, were opened April 30, 1838.

The Unitarian Church, corner of Union and Eighth streets, was dedicated May 23, 1838. An account of the services will be found in the chapter on churches.

The Young Men's Anti-Slavery Society commemorated the abolition of slavery in the British West Indies by appropriate exercises, in the Elm street Methodist Episcopal Church, August 12, 1838. Rev. Orange Scott made the address.

In 1838 a short section of South Water street south of Union was paved as an experiment to test this method of improving the highways. It proved successful and received the approbation of the citizens.

In 1839 the work was extended, and South Water street to School street, and Purchase street from Union to William, were paved.

The record says: "The work stands well, and it is believed that this mode of repairs for our streets will prove more economical than any heretofore adopted. It is the only remedy that can be applied to those streets so situated as to be impassable with mud at certain seasons of the year."

The Pacific Insurance Company was organized February 9, 1839. A meeting of the stockholders was held February 8, 1839, at the office of the Institution for Savings and the following board of directors was chosen: Elisha Dunbar, Abraham H. Howland, Thomas Nye, jr., Matthew Luce, Abraham Gifford, William C. Taber, Richard A. Palmer, Stephen N. Potter, Caleb S. Tobey, Jireh Perry, Frederick Parker, Isaiah Burgess, William H. Stowell. Elisha Dunbar was afterwards chosen president and Samuel Lumbard, secretary. The capital was $100,000, of which $50,000 was paid up and invested. The company took marine risks only.

Among the deaths which occurred at this period were the following:

1830, February 24, Achus Sisson, aged eighty-two years; April 17, Ezekiel Chandler, aged ninety six; July 19, Maj. John Coggeshall, aged seventy-three, an officer in Revolution; August 30, David Kempton, aged fifty two; December 16, Timothy Howland, aged seventy-eight.

1831, November 10, Benjamin Lindsey, aged fifty-four, original proprietor of the *Mercury;* May 19, Ephraim Taber, aged eighty.

1833, January 25, Isaac T. Hathaway, aged thirty six, killed by a fall from a staging on the brig *Hope;* December 25, Paul Hathaway, aged seventy-eight.

1834, January 16, Isaac Howland, aged seventy-eight, an eminent and successful merchant.

1835, January 1, David Kempton, a worthy member of the Society of Friends; January 6, Cornelius Howland; January 26, William Gordon, aged eighty-one, an officer of the Revolution; August 24, Philip Cannon, aged seventy-nine, a wealthy citizen and a Revolutionary soldier; September 5, Thaddeus Swain, aged eighty-three.

1836, January 22, Samuel Tupper, aged seventy-eight, a hero of the

Revolution; December 24, Samuel Rodman, aged eighty-three, a prominent and successful merchant and esteemed citizen; February 17, Allen Russell, of Fairhaven, aged ninety-one; February 21, Capt. Ephraim Simmons, aged ninety-seven, an officer in the American Revolution, a beloved citizen and patriot; August 26, Deliverance Bennett, aged eighty, a hero of the Revolution; December 9, Humphrey Russell, aged ninety-nine, and esteemed member of the Society of Friends.

1837, February 6, Silas Swift, aged ninety-two; January 22, Robert Wilson, aged ninety-five; January 29, Desire Hathaway, aged 101 years, 10 months, and 14 days, relict of the late Obed Hathaway; August 29, Maria Jenney, aged sixty-six, wife of Jehaziel Jenney.

1838, July 21, Daniel Taber, aged seventy-four years. He was the first male child born in this village.

1839, July 10, Capt. Joseph Howland, of South Dartmouth, aged seventy-eight.

CHAPTER XVII.

FROM 1840 TO INCORPORATION OF THE CITY.

Small-pox — The Athenæum — Notable Events — Death of President Harrison — Proposal to Change Form of Local Government — The New Bedford Guards — Their Uniform — Their First Parade — Their Excursions, Receptions, Visits and Parades — The Old Militia — The Last Parade — A Humorous Incident — Dissolution of the Guards — The Parker House — Assistance to Fall River Sufferers — Adoption of City Charter — Necrology — Selectmen 1812-1846 — Street Extension.

THE small-pox again made its appearance in New Bedford in 1839 and 1840. Prompt measures were instituted to control the disease. Each house containing a case was constituted a hospital and its occupants subjected to rigid rules. One of the regulations reads: "Every person, without any exception, who shall leave your premises, shall be thoroughly smoked by you, before so doing." General vaccination was enforced.

The annual meeting of the New Bedford Athenæum was held Jan-

uary 15, 1840. The report of the trustees was presented by Rev. John H. Morrison. It showed the receipts for the year to be $1,264.10, and expenditures $1,147.14. The trustees made an urgent appeal to the young men to more liberally patronize the Athenæum, and to "take advantage of the books and collections in the natural history cabinets, thereby developing their minds and preparing themselves for a thorough knowledge of those things most useful in a business life."

The New Bedford and Taunton Railroad was completed in 1840, and opened to the public July 1. An account of the opening ceremonies is given in the chapter on railroads.

The question of granting licenses for theatrical exhibitions, which was a vexed topic for several years, again came up at a special town meeting held September 14, 1840, and by a decisive vote of 566 to twelve the selectmen were instructed to grant such licenses. A license had been granted I. P. Adams for a concert and exhibition of comic songs and narrations at Mechanic's Hall, September 1. It would seem that this fact had prompted the action of the town.

The Whaling Insurance Company of New Bedford was organized under the State laws in 1840. Its marine risks were limited to $5,000 on each policy issued. George Howland, jr., president; J. H. Howland, secretary; Thamas S. Hathaway, Gideon Richmond, Edward L. Baker, Oliver C Swift, B. S. Rotch, Wilson Barstow, Abraham H. Howland, Joseph C. Delano, Barton Ricketson, Jonathan Bourne, jr., Edward W. Howland, S. W. Rodman, B. B. Howard, Clement P. Covell, directors.

The market and town hall building was finished and occupied early in 1840.

At a special town meeting held April 10, 1841, Joseph Grinnell presided and Henry H. Crapo acted as secretary. Appropriate resolutions were presented and adopted, "lamenting the untimely death of William Henry Harrison, president of the United States, only one month from the date of his inauguration." April 27, 1840, was designated for a memorial ceremony, and it was observed with great solemnity. A procession was formed at the town hall, Gen. James D. Thomson acting as marshal. It comprised military and artillery companies, revenue officers, congressmen, postmasters and civil officers, judges of the

court, school committee, town officers, and citizens. The procession, numbering 1,000 persons, marched to solemn music by the bands through the principal streets to the North Baptist (White) Church, where impressive services were held.

In 1841 the town-house on South Second street was fitted up as an armory for the city guards, and for police court rooms.

During the year 1841 the agitation of the question of changing the form of local government was begun. A series of articles appeared in the *Mercury*, written by a citizen under the *nom de plume* of "Romulus," earnestly advocating the change. He favored it in point of economy and set forth at length and in detail the plans of a complete municipal government. He described the benefits to be derived by the people therefrom, and endeavored to show that the size and business importance of New Bedford had become too great for town government. The articles, which exhibited much erudition, were responded to and commented upon by other contributors. Among these were "Remus," "North End," and "Interrogation." The substance of these articles plainly indicated that the subject of a city government had taken a firm hold on the public mind. This was revealed at the town meeting February 5, 1842, when the subject came up for general discussion. A test vote was taken upon the following resolution offered by Benjamin T. Congdon:

"*Resolved*, That in the opinion of the citizens of New Bedford the time has not yet come, when the convenience of the citizens, or the public necessities call for an act incorporating this town into a city; therefore,

"*Resolved*, That the future consideration of the application for a city charter for New Bedford be indefinitely postponed."

The vote on these resolutions was 373 in favor af their adoption, and 320 against, showing the wide-spread feeling in favor of a city government five years before it was actually established.

A volunteer light infantry company under the name of the New Bedford Guards was organized January 25, 1841, with the following officers: Captain, Harrison G. O. Colby; lieutenants, James H. Collins, Samuel Watson, James H. Crocker; sergeants, Henry P. Willis, James B. Congdon, David Silvester, John H. Chapman, William Howe; corporals, Cyrus W. Chapman, Josiah B. King, Nathaniel R. Childs, Robert

K. Eastman; surgeons, William R. Wells, R. S. S. Andros; treasurer, James B. Congdon; armorers, Nicholas T. Brownell, William Brownell. The membership roll comprised about 100 citizens, many of them occupying positions of prominence in the community.[1]

The Guards wore a blue uniform, swallow-tail coats and trousers, both trimmed with white, the former with shoulder knots; black leather belts, with priming wire and brush attached (for these were the days of the flint lock gun); cartridge boxes, held in position by broad white cross-belts over the shoulders; regulation caps, the form of which was unpopular, so they were called "coal hods." This dress was worn at stated drills and musters prescribed by the State. On festive occasions and public parades the Guards wore white trousers and Polish hats of unique design. The hat was of black leather, closely fitting the crown of the head, and rose in the form of an inverted bell, finished with a square flat top. From this floated a tall plume of white and red feathers; a braided loop of white cording from the sides across the front, and over the silver-plated visor was a fluted metal plate called the ray, with a gold spread eagle, both brilliantly polished.

The Guards numbered 100 men, and formed one of the largest companies in New England. Henry C. Kelley, who happened to be the last one who signed the roll at its organization, was ever after known in the corps as "Old Hundred." The corps had a brass band well trained in martial music under the leadership of Sihon Packard.

The first parade of the New Bedford Guards was on Tuesday, April 27, 1841, on the commemoration of the death of the President of the United States, William H. Harrison. They performed escort duty on this occasion, aided by the Cohannet Rifle Company of Taunton and the Norton Artillery. After the exercises in the Norton Christian Church, the soldiers partook of a collation in the town hall. The chief marshal, Gen. J. D. Thompson, and Maj. J. H. W. Page made speeches in which the military organizations were highly complimented for the prompt and soldier-like manner in which they had performed their duties of the day.

The death of one of the members, John Howland Allen, was recognized with appropriate resolutions, and the corps attended his funeral,

[1] For the full list of members see appendix.

which was held in the Fourth Street Methodist Episcopal Church May 27, 1841. It was a singular fact that the first two parades of the Bedford Guards were to perform escort duty for funeral processions.

The first training day was observed June 8, 1841, and the company was exercised in military tactics under the command of Captain Colby. On the 5th of July, 1841, the Guards opened the festivities of the day by escorting a procession of Sunday-school children to the church where public exercises were held. They then proceeded to Taunton in response to a courteous invitation from the Cohannet Rifle Company, Captain Hall. They received the most cordial welcome and were the lions of the day. They were met by the Rifle Company and a large concourse of people, and escorted to the Green, where they were greeted with appropriate words of welcome by Hon. Francis Baylies in behalf of the citizens of Taunton. In the afternoon a banquet was given, at which speeches and toasts were made, highly complimentary to the New Bedford Guards.

After the banquet, another parade through the town took place, and at 6 o'clock the Guards took their departure for home. The day's pleasure closed with a levee given by the officers. On July 29, 1841, Third Lieutenant James B. Congdon (who had been elected to that office June 7) presented his resignation and a request for discharge from the company. The high esteem in which he was held by his comrades is shown in the following resolutions which were adopted:

"NEW BEDFORD, July 29, 1841.

"*Resolved*, That the New Bedford Guards have received the resignation of their friend and comrade, Lieut. J. B. Congdon, as an officer and member of the corps with profound regret; but from the character of the reasons set forth in his letter of resignation, they feel obliged reluctantly to yield to his request."

Mr. Congdon was a member of the Society of Friends, and it was in deference to its peace principles that he withdrew from this military organization. On August 4 the Guards were again marching. They spent the day in Fairhaven, where they were greeted with a hearty speech of welcome by E. Sawin, esq., and were provided with a collation. The corps then made a parade about town, and after performing a number of evolutions returned home.

August 25, 1841, was a gala day in New Bedford, the event being the arrival of the Providence Light Infantry, Captain Brown, that was

to hold an encampment for several days in our town. The occasion had been looked forward to with great interest in military circles, and liberal preparations were made by the residents to give the visitors a royal welcome. They were met at the station by the New Bedford Guards and a large cavalcade of citizens under the command of Col. John H. Clifford, who, after a parade through the principal streets, escorted the visitors to their encampment on County street, near the residence of John A. Parker. At 3 o'clock the two military companies proceeded to the town hall, where a sumptuous dinner had been prepared for them by Mr. Horton of the Mansion House. After dinner speeches by Captain Colby, Colonel Clifford, and Captain Brown were followed by volunteer toasts and sentiments, intermingled with songs by Mr. Warner of Providence. The occasion was one of keen pleasure and it was half-past five when the visitors were escorted to their tented field.

The next day, Thursday, the ladies of New Bedford complimented the soldiers with an entertainment, an account of which is taken from the records of the Guards: "The ladies of New Bedford have been long distinguished for their elegance and taste, but in the beautiful arrangements for the picnic at Blackmer's Grove they certainly exceeded themselves. The tables extended nearly the entire length of the grove, and with the snowy drapery, the festoons and wreaths, the flowers, cakes and luscious fruits, formed the most elegant display ever witnessed. It is not enough to say that the affair was beautifully arranged, it was more; it was beauty's battle-field." Friday, the 27th, had been set by the Providence Infantry for a reception of their friends in camp, but the weather was stormy, and this feature was abandoned. The disappointment was more than met by a ball given in the evening at the armory, now the Central Police Station. More rain and more disappointment followed on Saturday, and the anticipated drill was given up. The tents were struck in the forenoon, and under the escort of the Guards the Providence Light Infantry marched to the station and departed for home. Notwithstanding the stormy weather the occasion was conceded to have been one of the pleasantest of the season.

A few weeks passed, and again the Guards in full uniform are on their way to the station to receive the Norfolk Guards, Captain Spooner,

Engd by H.B. Hall's Sons, New York.

Chas S Ashley

of Roxbury, who had selected the day—October 11, 1841—for a visit to the prosperous whaling city. These two companies are said to have been the largest in New England, and they made a fine appearance as they marched down town. At 1 o'clock they sat down to a public dinner provided by the citizens, after which both companies gave an exhibition of their proficiency in drill. In the evening the Norfolk Guards were entertained with dancing in the armory hall, and returned on the following day to their homes, well pleased with New Bedford hospitality.

In October the ante-rooms of the armory were elegantly furnished with carpets, mirrors and tables, the whole expense being borne by voluntary contributions of the members. The Guards were now established in most comfortable quarters, and the close of the first year of their existence found them in a well-organized condition.

June 21, 1842, the New Bedford Guards made an excursion to Nantucket in the steamer *Telegraph*, Captain Phinney. The hospitality of the islanders was unbounded and served to make the visit of the corps an occasion of the highest enjoyment. The event is spoken of with enthusiasm by the few surviving veterans of to-day. The discipline and military accomplishments of the Guards at this time were in marked contrast to the rude methods of the militia that preceded them. The weekly drills were schools of learning in military tactics, and rapid advancement was made in true soldierly graces that made the corps famous in its day.

The New Bedford Guards had barely recovered from the festivities at Nantucket before a committee was appointed to make arrangements for an excursion to Roxbury to visit their old friends, the Norfolk Guards, and on August 26, 1842, they spent the day in that city, receiving a royal welcome from the citizens and military. On September 21 the sad news of the death of their comrade, Alexander B. Dunbar, at Bremen, Germany, was received. Appropriate resolutions were passed, and the company marched to the residence of Mrs. Dunbar and presented her an engrossed copy. The season of 1842 closed on October 10 with the annual target-shoot. The season of 1843 opened with a parade on Washington's Birthday. On election day in Rhode Island, May 2, the New Bedford Guards went on an excursion to New-

port in the steamer *Massachusetts*, where they were received by the Newport Artillery, Captain Swan, and the Rhode Island Horse Guards. In the afternoon the guards had dress parade in front of the State House and returned home the next morning. May training was observed on the 31st by a visit to Fairhaven.

A rest of less than three weeks, and again the Guards are on the march, this time to take part in that great event, the celebration of the completion of Bunker Hill monument, June 17, 1843. They assembled at the armory at 3 o'clock Saturday morning, and marching to the station took the 4 o'clock train, arriving on Boston Common at 7.15. Here they joined the other military companies (fifty-eight organizations in all), and at 12 o'clock wheeled into the line of procession for Bunker Hill. It was fitting that New Bedford should be represented on this occasion, for the old township of Dartmouth had two militia companies in the army about Boston when the battle of Bunker Hill was fought, June 17, 1775. The Guards were entertained with a bountiful collation by their old friends, the Norfolk Guards. It was their privilege to listen to the famous oration by Daniel Webster.

Our own city had a part in the patriotic enterprise of building Bunker Hill monument. In 1836 $642 were contributed for this object.[1]

In speaking of the old militia times the opportunity must not be lost for recording some reminiscences of those days, furnished by Elisha C. Leonard.

The old militia system gradually fell into contempt; and as wealth increased, those who had military aspirations and could stand the expense went into the uniformed companies. The uniforms, precise evolutions, and martial music served to render the parades and half-yearly exercises of the militia ridiculous; and the continued peace of the nation had allowed the active generation to come forward without knowledge of the art of war except that obtained from the traditions of the Revolution and the War of 1812. The State laws, however, were in force, and all citizens between twenty and sixty years of age were subject to a warning to perform military duty at May trainings and at yearly musters.

[1] A list of the subscribers will be found in the appendix.

The afternoons of the training days were generally devoted to firing exercise. The companies fired by platoons on the march, divided and filed off to the right and left, and loaded muskets while the other platoons advanced and performed the same exercise. Sometimes the companies were drawn up in line and the firing was simultaneous; then again a fusillade was discharged down the line from right to left. Refreshments were deemed absolutely necessary in those days before the advent of temperance societies, and many an officer obtained his commission through his liberality in Santa Cruz, lemons and sugar. By the time the afternoon exercises were in operation the refreshments had begun to tell, and in the roar of the discharges one could not always be sure that his musket went off. It was no unusual thing to see a soldier knocked head over heels by the explosion of a double charge in his musket. The effect was all the more terrific if the gun happened to be an old king's arm that was rusty and considerably breech-burned.

The very last parade in this town was notable. There were three companies called the North Enders, Middle Company, and South Enders. The latter company had elected a fine looking fellow as captain, who entered upon his duties full of enthusiasm. He determined that every man in his district should obey the laws of the State. "Train or pay" was his watchword, and he sent out his warning to every one liable to do military duty. There was a man boarding with this captain's father who was rather feeble, and whom the old man requested his son, Captain Jack, to leave off the list and not to warn him, as he could ill afford to pay the fine. The noble commander said he should be warned, and then ensued a contention that culminated in a fight in which the old man was soundly thrashed. The story soon became known by everybody about the town. On the day of inspection and parade Captain Jack appeared with a full company of one hundred men. His persistent energy, combined with the fear of being fined, had brought satisfactory results. The inspection and drill were as thorough as possible, and the enthusiasm of the commander permeated the whole force. A good dinner and plenty of refreshments followed, and in the afternoon the company was exercised in marching.

At about 3 o'clock they paraded down Union street, Captain Jack at the head of the column, resplendent in a blue coat trimmed with lace,

epaulets, white trousers, red belt, sword, a bell-topped enamel hat, surmounted by a tall plume of red and white feathers; in fact he was arrayed in the full uniform of an infantry officer. There was unusual order and compactness along the line save a little unsteadiness now and then, that betrayed the working of the punch. John Perry, of "Dog Corner" fame, was in his place next to the second sergeant. His musket was properly shouldered, and in his right hand he carried a long switch stick. He was constantly saluting and pointing to persons he knew among the spectators. The company passed down Union street, and Captain Jack wheeled his command into North Water street, which was crowded with people. Merchants, lawyers, traders, bank and insurance officers and mechanics were there gazing upon the pageant as it marched along. No commander ever carried himself better than did Captain Jack, his form perpendicular and his step as measured and true as the most rigid disciplinarian could have desired. His lofty plume nodded gracefully in the air, and there was a manifest haughtiness and pride in his bearing that showed his appreciation of the dignity of his office. As the second section wheeled around the corner of North Water street, John Perry, with a broad smile on his countenance, and pointing forward with his stick, with stentorian voice that rang out above the music, shouted "That's the boy that whipped his daddy." The effect was electric, the crowd burst into one uproarious shriek of laughter, and poor Captain Jack collapsed. In a meek and despondent spirit he marched his company home and dismissed it, never again to be assembled. Captain Jack's military days were ended.

At six o'clock on the morning of August 2, 1843, the New Bedford Guards marched to the Pearl street station, and received the Boston Light Infantry, Captain Andrews, who, accompanied by the famous Boston Brigade Band, were to hold a three days' encampment in the town. After exchanging military courtesies, the two corps paraded through the principal streets. The encampment was held on the County street lot near the John Avery Parker residence, corner of Willis street. Late in the afternoon the soldiers partook of a banquet in the armory; and in the evening there was a grand parade, the brilliancy of the occasion being enhanced by torchlights carried by the Philadelphia Engine Company No. 7. On Saturday, the last day of the encampment,

high carnival pervaded the town, and the festivities closed with another parade through the streets.

The annual muster was held in South Bridgewater, September 25, 1843, and the New Bedford Guards were honored by being selected as escort for the governor and his staff. It is apparant from a glance through the financial records that at this time the Guards were feeling the force of the saying that "if you dance, you must pay the fiddler." Nevertheless, they held their annual target shoot, May 29, 1844, at Benjamin Rodman's farm. The honors and a gold medal were won by John N. Barrows.

The morning of August 22, 1844, found the Guards in marching order on their way to Providence, where they were to hold a three days' encampment for improvement in military tactics and other considerations. They were met by the First Light Infantry, Captain Brown, who provided them with an excellent breakfast at the railroad station. They were then escorted to the City Hotel and made welcome with a speech from the mayor of the city. Their tents were pitched at the head of the cove, a convenient location, with beautiful surroundings. In the afternoon, a banquet provided by the Light Infantry Company was enjoyed at the Franklin House.

It is presumed that the next day, August 22, was devoted in part to military exercises, the only event that hindered the whole time being used for that purpose being a clam bake at Medbury's grove. The reader may judge for himself as to the proportion of time given to each.

The 23d had been set down for a grand parade in the city, but the stormy weather made it impossible; so the day was spent in camp pleasures peculiar to such conditions. Dress parade was observed late in the afternoon, during which time guard duty was performed by the Rhode Island Horse Guards. In the evening the corps attended the theater, and on the next day, after visiting the several armories of the city, the New Bedford Guards were escorted to the station and proceeded homeward. A pleasant surprise was in store for them on their arrival, for they were met at the station by a large body of cavalry and infantry under the command of their late sergeant, Henry P. Willis, who escorted them to the armory, where a second surprise greeted them

in the shape of a bounteously spread table of refreshments. Thus ended one of the most enjoyable excursions in the history of the New Bedford Guards.

Washington's birthday in 1845 was recognized by the Guards with a street parade and an entertainment in the town hall that was attended by military men from Boston, Providence and elsewhere.

May training was held on May 28, 1845. The Guards pitched their tents at Fort Phœnix, making the voyage across the river in the ferry boat *Union*, or the *Crab*, as she was called in our boyhood days. The best shot during the target practice was made by Mr. Tilson Wood, and he was awarded the silver medal.

The Guards then embarked for home, and after a short parade returned to the armory, where they closed the festivities by assessing themselves 62½ cents each to pay for the day's sport.

It was about this time that the minds of some of the Guards began to be stirred with pleasant memories of the past. Visions of Nantucket, with hospitable people, their lavish entertainment in 1842, the genuine heartiness of the reception accorded the Guards, all these and more, came before them with such fascination that it required but little argument to convince them that another excursion was indispensable. And so it came about, that on Tuesday, July 31, 1845, under the command of Lieut. Lincoln F. Brigham, they were again on their way to the island.

The visit of the New Bedford Guards had long been anticipated by Nantucket people; and when the steamer *Massachusetts* hove in sight, large crowds wended their way to the various localities by which the Guards were to march. The windows and doorways along the route were filled with women and children, and the sidewalks were lined with men and boys. The American flag was flung to the breeze at the Whig reading-room, and salvos of artillery were fired as the steamer rounded up at Commercial wharf. The Guards were received by a cavalcade of seventy citizens, under command of Matthew Starbuck, esq., assisted by William Summerhays, Barker Brownell, John Cook, jr., and Henry H. Jones. The escort was accompanied by the Nantucket band. As the procession marched through the principal streets, the visitors were greeted with shouts of welcome, the waving of handkerchiefs and other

demonstrations of joy. The encampment of sixteen tents was pitched on a charming location, and the Guards went into camp fully prepared to enjoy themselves to their heart's content. Their own band was supplemented with several members of the Boston Brigade Band, and the citizens were daily entertained with music.

The Guards were complimented for their manly and soldier-like appearance and were considered good specimens of New Bedford citizenship. On Sunday they attended church and listened to a sermon by Rev. Mr. Knapp. The service was an interesting one, the excellent singing by the choir and the fine organ music by Prof. Townley adding much to its impressive character. The festivities were continued on Monday with an excursion in the steamer *Telegraph* to Tuckernuck, and a ball in the evening in Washington Hall. The Guards returned home from the week's outing on Wednesday, August 6. They were met at the wharf and escorted to the armory by a detachment of the Willis Guards, Henry P. Willis, commander. This company was composed of former members of the New Bedford Guards.

When, a few days afterwards, the Guards met and assessed themselves $20 apiece to pay the bills, the occasion was marked by its solemnity, quite in contrast to the target shoot when 62¼ cents was all that was required from each to settle accounts. The following item in the records, written with pencil, is significant: "Excursion to Nantucket on camp duty for one week, August 1, 1845," of which there seems to be no record. The fact was that the Guards, having in remembrance the unprecedented generosity of the Nantucket people on their former trip in 1842, made no special provision for the expenses.

The New Bedford Guards paraded on the afternoon of September 11, 1845, and visited by invitation the residence of their commander, Capt. H. G. O. Colby, where they were treated to a collation. This entertainment seems to have been given to mark the close of Captain Colby's career as commander of the corps, for the annual muster that immediately followed was the last public appearance of the New Bedford Guards in 1845. January 29, 1846, Lincoln F. Brigham was unanimously chosen captain, and on May 27 the list of officers was completed by the election of the following: First lieutenant, Seth Russell; second lieutenant, Ferdinand Vassault; third lieutenant (not mentioned), probably A. B. Cory; fourth lieutenant, Barnabas Ewer, jr.

It being the regular May training, the company marched to Clark's Point, armed and equipped as the law directed, pitched their tents and proceeded to the duty of target-shooting. Stephen A. Tripp distinguished himself on this occasion by making the best shot, and he was accorded the honors of the day. The Guards then struck their tents and proceeded to New Bedford, where they paraded through the principal streets.

Fourth of July was celebrated in an unusually patriotic manner. It would surely interest our readers if we gave a detailed description of the procession, for which the New Bedford Guards acted as escort. Among the many organizations in line were the Masons, Odd Fellows, temperance societies and eleven fire engine companies, including one from Fairhaven. This company bore a beautiful banner, presented by ladies of that town. An oration was delivered by George Lunt, esq., of Newburyport, in the South Congregational Church (Trinitarian). In the evening there was a grand display of fireworks and a torchlight procession of firemen with 400 flashing torches in the line. In the afternoon the Guards partook of a dinner at the Parker House, as guests of Philadelphia Engine Company No. 7. The occasion was enlivened with speeches and toasts, by Judge Colby, J. A. Kasson, and others. After their return to the armory their hearts were made glad by the receipt of a check for $50, the gift of J. H. W. Page, esq. Judging from the liberal expenditures made by the corps at this time, they had good reason to rejoice over the generous donation.

The following list of officers of the New Bedford Guards appears in the city directory for 1845: Captain, Lincoln F. Brigham; first lieutenant, James H. Crocker; second lieutenant, William Howe; third lieutenant, George A. Bourne; fourth lieutenant, John H. Chapman; quartermaster, David Baker; paymaster, Seth Russell; commissary, J. B. King; surgeon, Ebenezer Plant; treasurer, George A. Bourne; clerk, Thomas Bailey; sergeants, H. F. Clark, B. Ewer, jr., F. W. Hatch, J. P. Merrick, Thomas Bailey; corpopals, E. T. Taber, S. A. Tripp, I. F. Parsons, Benjamin Hill; armorer, Benjamin Hill; assistant armorer, S A. Tripp. According to the records Captain Brigham was not fully commissioned till January 29, 1846.

The sound of martial music on July 21, 1846, announced to the citi-

zens that the New Bedford Guards were again on the march, this time to receive the Union Rifle Company of New York, who arrived in the schooner *Ellen Rodman*, Captain Sherman. Artillery salutes were fired by Captain Dunham, a veteran of 1812, as the vessel rounded up to the wharf. The Guards escorted their guests to the Parker House, after a street parade, where a collation was served; thence to their encampment on Kempton street. The Riflemen were a fine looking body, in excellent discipline, and in their Highland uniforms made a splendid appearance. An excursion to Woods Hole, in steamers *Massachusetts* and *Naushon*, and a grand ball were included in the festivities of the occasion.

At 5 o'clock in the morning of September 29, 1846, the New Bedford Guards took the train for the muster field at Abington. On their return they went to Boston, where they paraded and were entertained with a collation at the Exchange.

The opening months of 1847 found the New Bedford Guards wrestling with the financial problem that seemed to constantly harass their existence. By April they had recovered sufficiently to hold a grand ball on the 2d, that was not only attended by prominent men from out the city, but "the beauty and élite of this city were present, and a merrier company probably were never congregated together on any similar occasion in this place." The annual inspection and target-shoot took place on the Nash farm May 26, 1847, when Stephen Wing won the prize. It will interest many readers if we give the list of officers elected at the annual meeting: Captain, Seth Russell, *vice* L. F. Brigham, resigned; first lieutenant, Ferdinand Vassault; second lieutenant, Barnabas Ewer, jr.; third lieutenant, John A. Hawes; fourth lieutenant, Francis W. Hatch. In the evening, by invitation, the Guards attended the theater in Liberty Hall.

April 29, 1847, the town of New Bedford became a city. The Guards recognized the event by calling upon His Honor, Abraham H. Howland, the first mayor, on the evening of June 8. The brass band volunteered their services for the occasion, and the evening proved to be highly enjoyable to all concerned. A fine collation was served. From the mayor's residence they proceeded to the home of their former commander, Judge H. G. O. Colby, where a jolly hour was passed.

At 7.30 o'clock on the morning of June 28, the Guards embarked on steamer *Naushon* for an excursion to Woodville. Some 500 citizens joined them, and a good time was enjoyed by all.

It was the intention of the Guards to spend the Fourth of July, 1847, in Edgartown, but they consented to postpone this excursion so as to perform escort duty at home. The day was observed with unusual enthusiasm, the festivities including a procession, an oration by J. A. Kasson, esq., a dinner in City Hall and fireworks. Among the visitors were two fire companies from Nantucket. The postponed excursion to Edgartown was made July 14, and while it proved to be a very pleasant affair it involved a pecuniary loss of over $300. It was confidently expected that hundreds of people would accompany them on the trip, but only seventy-five went. It was an unfortunate affair, for it involved a heavy assessment to pay the bills. A brave attempt was made to rise above the existing difficulties, and with apparent success. A new uniform was purchased in August, and the Guards went to muster at Abington, September 21, in fine style and with a goodly number in the ranks.

The financial affairs of the company at the opening of the year 1848 were in a healthy condition, and the treasurer's account showed that all bills were paid and a small balance in the treasury. It was manifest that there was a steady decline of interest in military affairs, and it was with difficulty that the rolls could be kept full.

The annual target-shoot was held at Clark's Cove, May 31, when Amos Chase was the winner of the medal. An invitation to visit Washington to participate in the laying of the corner-stone of the Washington monument July 4, 1848, was declined, and so was the request of the city authorities for escort duty. A desperate attempt was made in the fall to recruit the ranks, and some fifteen men were elected. The Guards were able to make a good appearance when, on October 3, 1848, they marched to the station on their way to the annual muster at Middleborough. On their return they were escorted to their armory by engine companies Philadelphia No. 7 and Hancock No. 9, and the parade was made brilliant with many lighted torches. The discouragements that presented themselves at this period, however, called for decisive action; and at a meeting held December 1, 1848, the committee appointed to consider the situation made the following report:

Thomas B. Tripp

"*Whereas*, The New Bedford Guards for a series of years, by their discipline, soldier-like deportment, numerical strength and martial bearing have elicited the warmest encomiums of applause from those whose province it was to review and inspect, and

"*Whereas*, From cause for the last two years, that military ardor which, for the previous years of the existence of said corps, characterized its rise and progress, has almost imperceptibly vanished, and

"*Whereas*, In our judgment every tangible argument, every honorable concession, and every patriotic feeling has been appealed to unsuccessfully to restore to its original standing the reputation of the corps; and finally, where every effort compatible with the dignity of the citizen soldiery has been exhausted to accomplish a result so much to be desired and coveted, and all these without the most remote prospect of success, therefore

"*Resolved*, That, in consideration of all these discouragements, we see no other alternative than a dissolution of the corps; and although many of your committee have passed through many or all the vicissitudes before enumerated, they can, nevertheless, but feel that this anticipated dismemberment, though more sudden in its effects, is preferable to a lingering disease, a recovery from which can not for a moment be cherished.

"Which is respectfully submitted by your committee.

"Henry F. Thomas,	E. T. Taber,
Israel T. Bryant,	Levi Nye,
F. W. Hatch,	George G. Nye,
A. G. Corey,	James H. Tallman,
	H. F. Clark."

Committees were appointed to wind up affairs, and a nominal existence was maintained for several months Weekly drill and business meetings were held until the month of June, 1849, when the New Bedford Guards, one of the best organized and most thoroughly equipped military organizations the city ever had, closed its career.

The Parker House was opened and dedicated on Thursday, February 10, 1842, by a sumptuous dinner given by the hosts, Messrs. Horton & Son. There were about 200 citizens and strangers who sat down and partook of the good things spread before them. Among those present were Col. John H. Clifford, Messrs. R. R. Crocker, W. T. Hawes, J. H. W. Page, and T. D. Eliot, of this city; Messrs. Baylies and Holmes, of Taunton; Weeks, of Boston, and Thomas, of Worcester. Grace was pronounced by Rev. Sylvester Holmes, and at the close of the repast Rev. Thomas M. Smith returned thanks in a brief and appropriate manner. Many brilliant speeches were made, and toasts suited to the occasion were tendered. Among the latter were, "The Parker House," responded to by John Avery Parker, esq. The building thus opened

as a public hotel was built and occupied for many years by this gentleman as his private residence. It was named in his honor. The toast, "The Homes of New Bedford," was responded to by Colonel Clifford; "The Health of the Hostess of the Parker House," drunk standing, by W. T. Hawes; "The Nestor of the Ocean, Commodore Crocker," by the president; "Our Host," by William Eddy.

A public meeting was held in the town hall July 8, 1843, to take steps to raise funds for the relief of the sufferers at Fall River, from a disastrous fire in that town on the afternoon of July 2. Stephen Merrihew presided. A committee was appointed and the result of their work was submitted for publication July 2:

Cash contributions of citizens,	$ 1,347 89
Proceeds of Mr. Russell's concert,	222 00
Proceeds of Mr. Harrington's diorama,	12 00
Total,	$1,581 89

In addition to this generous sum there were sent six wagon loads of household furniture, provisions and clothing. Collections were taken for this object in the William street Baptist Church, amounting to $36.75, and in the North Christian Church, $70.

On the evening of September 27, 1843, ex-President John Quincy Adams visited New Bedford as the guest of Hon. Joseph Grinnell. He was escorted from the depot by a cavalcade of forty young men bearing torches under the command of George A. Brown. The next day a public reception was given to the distinguished visitor in the town hall. An address of welcome was delivered by James B. Congdon, chairman of selectmen. Mr. Adams made a twenty-minute speech to the audience that crowded the hall. At the close of the exercises hundreds of citizens availed themselves of the privilege of shaking hands with the honored statesman.

His first visit to New Bedford was on Saturday, September 19, 1835, when with his son and several gentlemen he arrived from Nantucket in the Steamer *Telegraph*. The party was quartered at the Mansion House, and on Sunday attended religious worship at Rev. Mr. Angier's church.

The first negro minstrel concert ever given in New Bedford was in Mechanics' Hall, February 18 and 19, 1845, by the "Sable Sisters and Ethiopian Minstrels."

In 1843 Daniel Webster was in New Bedford. His presence here was as counsel in a will case, then being tried in the court-house. His address to the jury was of thrilling interest to an immense audience that crowded the court-room.

The Pacific Congregational Church, located on the corner of Foster and Kempton streets, was dedicated Wednesday afternoon, November 5, 1845.

Almost every year a committee was appointed to suppress the sale of intoxicating liquors. In 1846 the committee was instructed to call on every family in town and ascertain if they were for, or against, the temperance movement, and whether they would adopt the teetotal pledge.

The question of accepting a city charter came up for discussion early in the year of 1847. At a special town meeting held January 23, the matter was referred to a committee of twenty citizens: J. H. W. Page, George Howland, jr., Sampson Perkins, John Baylies, Horatio A. Kempton, Thomas Mandell, George Hussey, Henry H. Crapo, Abraham Barker, John H. Clifford, William H. Taylor, Henry Taber, James H. Collins, Edward W. Green, I. D. Hall, E. M. Robinson, Ward M. Parker, Thomas A. Greene, Ephraim Kempton, Seth Russell. At a meeting held February 6, the committee reported a form of charter. Several amendments were made, and after a vigorous discussion the committee was instructed to petition the General Court for the passage of an act granting the town a city charter.

Another town meeting was held March 8 for further consideration of the subject, but it adjourned without action by a vote of 398 to 273. On March 18 the citizens voted upon the acceptance of an "Act to establish the city of New Bedford." It was carried by a vote of 1,150 to 814 against.

Among the deaths occuring at this period were the following:

1840, May 4, William Howland, aged eighty-four; November 21, Nathaniel Rogers, an influential citizen of the town, aged fifty-six.

1841, July 20, Captain Joseph Dunbar, a successful and retired shipmaster, aged fifty-four; August 6, Weston Howland, a respected member of the Society of Friends, aged seventy-eight; October 9, Joseph Ricketson, an eminent citizen, distinguished for his unblemished char-

acter and usefulness, cashier of the New Bedford Commercial Bank, aged seventy-one.

1842, January 16, John Hathaway, a pensioner of the American Revolution, the oldest citizen at date of his death, aged eighty seven.

1844, June 16, Thurston Potter, aged eighty-six; July 24, Elihu Russell, aged eighty; August 8, Deacon James Tripp, one of the original members of William Street Baptist Church, aged sixty-five.

1847, March 18, Benjamin Drew, soldier of the Revolution, aged eighty; June 15, Capt. Stephen Merrihew, a prominent and much respected citizen.

List of Selectmen: 1812 and 1813, Roger Haskell, Samuel Perry, Manasseh Kempton; 1814, Roger Haskell, Samuel Perry, Capt. William Hathaway; 1815, Samuel Perry, Manasseh Kempton, Joseph Ricketson; 1816, Joseph Ricketson, Jonathan Swift, James Howland 2d; 1817, James Howland 2d, William Hathaway, Manasseh Kempton; 1818 and 1819, Manasseh Kempton, William Hathaway, Dudley Davenport; 1820, Roger Haskell, William Hathaway, Eli Haskell; 1821, Eli Haskell, Gideon Howland, jr., William Hathaway; 1822, Eli Haskell, Gideon Howland, jr., Killey Eldredge; 1823, William Hathaway, Elkanah Tallman, Ephraim Kempton; 1824, Ephraim Kempton, William Hathaway, Joseph Bourne; 1825 and 1826, William Hathaway, Joseph Bourne, Ephraim Kempton; 1827 and 1828, Joseph Bourne, William Hathaway, Ephraim Kempton; 1829, Joseph Bourne, William C. Nye, Thomas Mandell; 1830, William C. Nye, Thomas Mandell, Joseph R. Shiverick; 1831, Thomas Mandell, William C. Nye, Joseph R. Shiverick; 1832, Alfred Gibbs, Eli Haskell, Ephraim Kempton; 1833, Charles W. Morgan, James B. Congdon, Samuel Little; 1834, Charles W. Morgan, James B. Congdon, Thomas Nickerson; 1835, James B. Congdon, Thomas Nickerson, Joseph R. Shiverick; 1836, James B. Congdon, Samuel Tobey, E. N. Chaddock; 1837, James B. Congdon, Thomas B. Bush, Ephraim Kempton; 1838 and 1839, James B. Congdon, Thomas B. Bush, John P. West; 1840, James B. Congdon, Ephraim Kempton, John P. West; 1841, Samson Perkins, Edward W. Greene, Rodney French; 1842, 1843, 1844, and 1845, Ephraim Kempton, James B. Congdon, George Howland, jr.; 1846, George Howland, jr., John Baylies, Horatio A. Kempton.

STREET EXTENSION.

1831, March 28, First street extended from Walnut to Bush street, Fifth street from School to Walnut street, Elm street from Purchase to County street.

1832, road accepted from Ricketson house, near Clark's Cove, easterly and southerly, to road leading to Clark's Point.

1833, Sixth street accepted from Elm to Middle streets, Maxfield street from Purchase to County road, Mill street from Purchase to Ray

street, Fourth street from Francis Taber's house to Bedford street, Russell street from Sixth to Third street, Bedford street from County street to Third street.

1834, Fifth street accepted from Walnut to Bedford street, Walden street from Maxfield to Hillman street, Water street from Bush to Griffin street.

1835, Eighth street accepted from Spring to William street, Kempton street from County to contemplated Foster street, Mill street from Mill street to ———, Center street from Water to Orange street, Bush street from County to contemplated Seventh street.

1836, Pleasant street accepted from North to Willis street, Campbell street from Purchase to Pleasant street, Ray street to Pearl street, Pearl street from Ray to Purchase street, Sixth street from Union to William street, Sixth street from Russell to Bedford street.

1837, Foster street accepted from Maxfield to Hillman street, Foster street from North to Middle street, Sixth street from William to Elm street, Cannon street from Second to Third street, Middle street from County street to African church, Summer street from Middle to Kempton street.

1838, Seventh street accepted to Bush street, Grinnell street from Third to Water street, Pleasant street from North to Maxfield street.

1839, Walnut street accepted from Water street to River, First street from Grinnell to South street, First street to School street, South Water street from Griffin to Clark's Neck, North Water street from Middle to North street, Market street from Sixth to Cheapside.

1840, Purchase street widened and laid out anew from Maxfield street to junction of County road, Hill street accepted from Kempton to North street.

1841, Pleasant street accepted from Maxfield to Willis street, Ark lane from North Second to North Water street, Thomas street from Hillman to Maxfield street, Bush street from Sixth to Seventh street, Rodman street from North Water to Orange street.

1842, Sixth street accepted from Wing to Grinnell street, Bedford street from County street to Dartmouth lane, Union street from County to contemplated Orchard street, North Orchard street from contemplated Union to contemplated Morgan street, Smith street from County to Albro lot, Eighth street from William to Elm street.

1843, Orchard street accepted from Hawthorn to Bedford street, Foster street from North to Hillman street, Elm street from County to C. W. Morgan's land.

1844, Grinnell street accepted from Third to County street, State street from Campbell to Willis street, Campbell street from Pleasant to State street, Hill street from North to Hillman street.

1845, Russell street accepted from South Second to South Water street, South Second street from Grinnell to South street, Hawthorn street from County to contemplated Cottage street, North street from Ray to Water street, Pleasant street from Willis to Pearl street.

1846, Cedar street accepted from North to Kempton street, Grinnell street from South Water to South Orange street, Grinnell street from County to contemplated Orchard street, Washington street from County to Dartmouth street, North Water street from Hillman street to ——, State street from Willis to contemplated Franklin street, South street from Third to contemplated Orange street, Summer street from Elm to Middle street, Bellville Road from McPherson's wharf to Head-of-the-River.

CHAPTER XVIII.

FROM THE INCORPORATION OF THE CITY TO THE CIVIL WAR.

Adoption of City Charter — First Officers under the New Government — Inauguration Ceremonies — Events of Interest — The Dudley Davenport Fire — Summary of Events — Burning of Liberty Hall — Effects of the Fugitive Slave Law — The Howland Street Riot — The Water Street Fire — Opening of New Streets — Necrology.

THE city charter was adopted March 18, 1847, and the city government was organized April 28, with the following officers:

Mayor—Abraham H. Howland.

Aldermen—Ward one, John Avery Parker; ward two, Thomas B. White; ward three, Ivory H. Bartlett; ward four, William H. Taylor; ward five, James B. Wood; ward six, Edward W. Howland.

Councilmen—Ward one, Abraham Gardner, Joseph Clarke, Clement Covell, Jere. Greenman; ward two, Perry G. Macomber, Isaac M.

MAP
of the City of
NEW BEDFORD
AND THE VILLAGE
OF
FAIR HAVEN
From Actual Survey by
H F WALLING
1850.
Published
by
C.B.A. TABER
NEW BEDFORD
FREE PUBLIC LIBRARY
NEW BEDFORD, MASS.
Ward 1
Ward 2
Ward 3
Ward 4
Ward 5
Ward 6
POPES IS.
FISH IS.
SALT WORKS
PALMERS IS.
RURAL CEMETERY
H.J.O. ENG. CO.

West, Pardon Potter, jr., Abraham Delano; ward three, Peleg Butts, jr., Isaac Brownell, James Durfee, jr., Bennett Wilcox; ward four, L. Macomber, Caleb L. Ellis, William H. Allen, Daniel McKenzie; ward five, James B. Congdon, Lemuel Kollock, Francis Baker, Charles R. Tucker; ward six, B. F. Howland, James L. Pierce, Josiah S. Bonney, Nathaniel Gilbert.

Overseers of the Poor—Ward one, Obed Nye; ward two, Horatio A. Kempton; ward three, Robert Ingraham; ward four, William A. Gordon; ward five, David Brayton; ward six, Edward W. Howland.

Assessors—Ward one, George A. Bourne; ward two, I. M. Richardson; ward three, Ichabod Chase; ward four, John R. Thornton; ward five, Barnabas S. Perkins; ward six, Benjamin R. Sayer.

School Committee—Ward one, George A. Bourne, Linneas Wood, Daniel C. Burt; ward two, Sylvester Holmes, Horatio A. Kempton, Luther G. Hewins; ward three, William H. Stowell, Thomas Davis, William W. Sweet; ward four, Rufus Babcock, Charles Haffards, Thomas D. Elliot; ward five, Thomas A. Greene, George Howland, jr., William Howe; ward six, Henry H. Crapo, William P. Howland, Francis Post.

The inauguration ceremonies took place in the Common Council chamber on Wednesday afternoon, April 28. George Howland, jr., made declaration of the election of mayor, aldermen, and councilmen. The oath of office was administered by Hon. Oliver Prescott, and prayer was offered by Rev. Moses Howe. The mayor delivered his inaugural address, in which he described the many advantages to be attained by the new order of government. He said: "It must be obvious to every person of experience that the great interests of a population of 16,000, including the management of public property, the instruction of children, the support of the poor, the maintenance and control of the fire department, the raising of taxation and proper annual appropriations of from $70,000 to $80,000 cannot be either judiciously or satisfactorily managed in a town meeting, in which not more than one-fifth of the legal voters can be present, composed, as it is liable to be, of a large number of temporary residents, and comprehending a small portion of those who have the largest interest in the affairs of the community. A city government with two council boards, each having the power to nega-

tive the proceedings of the other, and consisting of a limited number of persons in whom the electors have reposed confidence, affords the surest guarantee that important measures will receive mature deliberation, and be satisfactorily administered, while it secures greater accountability in the expenditure of the public money."

At the conclusion of the lengthy address, the government completed its organization by the election of James B. Congdon, president of the common council; Henry H. Crapo, city treasurer and collector; Isaac M. Richardson, city clerk. The school committee organized with Thomas A. Greene as chairman, and William Howe secretary.

The event of the birth of the new city was signalized by expressions of rejoicing from the citizens. The bells were rung, salutes were fired, the Citizens' Band performed martial music, and all the demonstrations were of a very enthusiastic character. The city at this time had a population of 16,000 and was enjoying a tide of prosperity. The whaling industry, which had been to a large extent the source of the wealth and growth of the place, had about reached its climax of importance, and the new city entered upon its municipal existence under the most encouraging prospects.

The months succeeding the inauguration were busy ones to the city officials in adapting public affairs to the new order of things. Ordinances were passed to regulate and govern matters relating to finance, accounts, public buildings, public instruction, roads, bridges and sewers, fire department, police department, burial grounds, alms houses, etc.

The following citizens were elected to fill the positions named: City marshal, Timothy Ingraham; assistant marshals, Shubael G. Edwards, William O. Russell; policemen, Thomas Davis, George W. Shearman, Daniel Ripley, Lewis G. Allen, Marshall B. Bird, Joshua P. Dunbar; watchmen, Otis H. Horton, captain; Calvin Harvey, Ichabod Coggeshall, James N. Sampson, Thomas Albert, John C. Banker, John Allen, Winthrop Adams.

The establishment of the city charter evidently gave great satisfaction to a majority of the people. Their sentiments were voiced in an editorial in the *Mercury* which closed with the following: "Success to the city of New Bedford! may she ever be foremost in good works, ever be eminent as the friend of freedom, liberality, good will, education, and

Christianity! To the latest generation may she be a burning and a shining light! May she be illuminated with the oil of gladness and blessed with plenty and prosperity!"

The magnetic telegraph was exhibited January 17, 1847, by Dr. Burbank to the citizens of the town.

The new alms-house on Clark's Point, built by James Wheaton and Wright Brownell, at a cost of $17,000, was completed and opened with a public service and addresses on January 10, 1847.

The making of daguerreotypes was commenced by C. E. Hawes & Brothers, at their rooms in Liberty Hall. Their productions were of great merit and beauty.

The New Bedford *Mercury* announced in strong head lines the reception of news "twenty-eight days later from Europe."

Independence Day of this year (1847) was observed with great pomp and parade, as it was the first city celebration. The day opened with the usual round of salutes and ringing of bells. The public buildings were decorated with flags and bunting. Excursion boats brought 1,700 visitors from Edgartown and Nantucket, and hundreds of others came from surrounding towns. At 10 o'clock a procession was formed at the City Hall under the marshalship of Gen. James D. Thompson. The New Bedford Guards, Capt. Seth Russell, performed escort duty. In line were the entire city government, civil officers, Masons and Odd Fellows, Sons of Temperance, fire departments of New Bedford, Fairhaven, and Nantucket, and a cavalcade of citizens. The Citizens' Band furnished music. An oration was delivered by J. A. Kasson, in the North Christian Church. The festivities closed with a brilliant display of fireworks, attended by 10,000 people.

On May 18, 1848, occurred the Dudley Davenport fire, so-called, which destroyed about $30,000 worth of property. The fire commenced at 10 o'clock in the evening, and was one of the fiercest ever experienced in our history.

At this period there were thirty miles of streets in the settled portion of the city, twenty of which were graded, curbed and flagged. It is a fact worthy of record that but few cities in New England to-day are better provided with flagged sidewalks than New Bedford, and the attention by the government to this feature in the early city life, did much

to accomplish this result. The important matter of sewerage also commanded the attention of the officials at this time. Public sewers were constructed through portions of Union and Middle streets, in 1852; through School, Kempton and Spring streets, in 1853; William and Maxfield, in 1854; Hillman and Bush, in 1855; Merrimac, Kempton, Bedford, Third, and Sycamore, in 1857.

The Fourth of July, 1849, was celebrated with a grand procession, Timothy Ingraham, marshal. There was an oration by H. G. O. Colby, fireworks, and a torchlight procession of firemen.

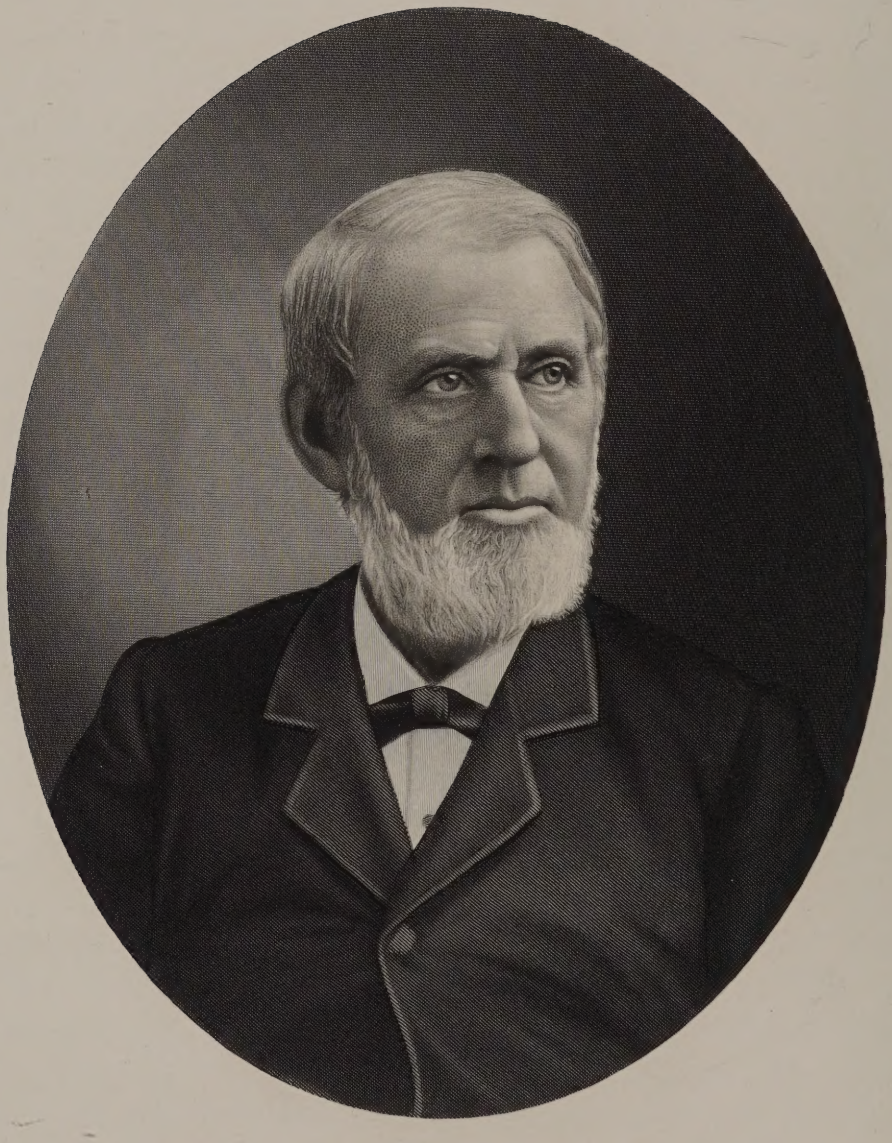
The city was honored by the presence of Father Matthew, the great apostle of temperance, in September, 1849. Several hundred signers to the pledge were secured.

In the summer of 1849, the Asiatic cholera, that had been prevalent throughout the country, made its appearance in New Bedford. Several citizens died from the disease.

The New Bedford Horticultural Society, which was in a very flourishing condition, held an exhibition in the City Hall in September. James Arnold was president; Henry H. Crapo, chairman of committee on fruits; Thomas A. Greene, chairman of committee on flowers.

Tuesday, August 6, 1850, was solemnized by funeral services in memory of Zachary Taylor, late president of the United States. A salute was fired by Boston artillery near the court-house, and an impressive service was held in the North Christian Church. A long and representative procession was formed at the City Hall at midday, under the direction of Gen. James. D. Thompson, Maj. George A. Bourne and Col. James H. Collins, acting as aids. These were assisted by Col. David Baker and twenty-one other citizens. The military, fire department, Masonic and civil societies took part. While the procession was moved, minute guns were fired, and the bells sent out their solemn peals.

On the evening of July 21, 1852, a grand ratification meeting was held in the William Street Baptist Church, in celebration of a new liquor law. The edifice was crowded with the friends of temperance. William J. Rotch, mayor of the city, presided and made an impressive speech. The meeting was characterized by great enthusiasm, and resolutions were adopted.



Warren Ladd

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Herbert W. Lord,

March 3, 1853, the Free Public Library, located at 139 Union street, was thrown open to the public. An exhaustive account of this institution will be found in a later chapter.

In 1854, on petition of 1,200 citizens, the "Point Road" was laid out and graded eighty feet wide, at a cost of about $50,000. It was subsequently named French avenue, in honor of Rodney French, under whose administration this important pleasure drive was opened to the public. During the administration of Hon. George Howland, jr., in 1855, the approaches to this popular highway were much improved.

Horatio A. Kempton's lumber yard fire occurred on the night of October 18, 1854. November 6 the famous Liberty Hall building was entirely destroyed. The *Evening Standard* of November 9, 1854, contained the following:

"At five o'clock this morning Liberty Hall building was discovered to be on fire. The fire department was immediately on the spot, but their efforts were unavailing to save the far-famed 'temple of liberty,' within whose hallowed walls freedom for all men has so frequently been proclaimed, and from whose tower the note of warning to the poor, trembling fugitive from oppression has so often sounded. At about seven o'clock the structure was destroyed. It had fretted away its short term of existence and witnessed its last exhibition of impressive tragedy and mirth-provoking farce. The actors have positively made their last appearance. The fire caught from a lamp in a transparency in front of the restaurant, in the lower part of the building, that had been left burning all night. From thence the flames were communicated to the building, and thence ascended to the upper portion, between the wall and ceiling, and were consequently invisible for some length of time. Being out of reach of water until it had gained strong headway, it was impossible, from the combustible character of the building and the scenery attached to the theater, to stay the progress of the flames. The occupants of the building were as follows: E. C. Leonard, carpet store; Bourne & Perry, shoe store; City liquor store; Davis & Allen, merchant tailoring establishment; Isaac Quinnell, restaurant; Uncle Tom's Cabin, a restaurant of long standing, owned by Thomas T. Allen; Charles E. Hawes, daguerrean rooms; Mechanic, No. 6, club-room; telegraph office, Benoni R. Paine, operator. The Grotto restaurant, west of the building, and Eli Haskell's house, on the north, were repeatedly on fire, badly charred and scathed by the fiery element and drenched with water."

I have gathered from various sources some facts about this building which will prove interesting to the reader. The tract of land on which it was located (northwest corner of Purchase and Williams street), was given by William Rotch, in 1795, to the First Congregational Church, and a building was erected during the years 1795–97 by Manasseh

Kempton, jr., and Eastland Babcock. It was occupied by the society for public worship some time before its completion. It is said that one of the pew-holders was so anxious to occupy his pew on the following Sunday that he gave a carpenter a quart of brandy to saw open the pew door. This was, however, long before the Maine law was projected and while temperance movements were in their infancy.

The famous bell was purchased February 18, 1796, of Capt. Silas Jones, of Nantucket. The money, $255, was raised by subscription, the largest amount, $10, being given by Thomas Pope, and the next largest, $6, by a colored man named Aaron Childs. It was a bell of remarkable tone and clearness. In the November fire it was melted in the flames. The metal was gathered from the ruins, and several of our townsmen had tea-bells and articles of ornament made from it, which are still held as valuable relics of the old liberty bell.

During the excitement that thrilled the nation following the passage of the infamous fugitive slave law, in 1851, and at the time Thomas Simms was arrested and sent back into slavery from Boston, a rumor became current in that city that the United States marshals were planning to visit our little Quaker city by the sea in J. H. Pearson's brig *Acorn*, accompanied by United States Marines, to recover certain fugitive slaves that were supposed to be in hiding, awaiting transit to Canada by the underground railroad. The news was brought into town by S. P. Hanscom, the New Bedford express rider, who rode all night, arriving Sunday morning with the startling intelligence. It was not long before the warning notes of the Liberty Hall bell rang out and said in thunder tones to the affrighted colored people that their enemy was near. The immediate cause for the alarm was that a strange vessel was reported to be in the bay, and on this account Rodney French[1] ordered the bell to be rung. Some of our citizens will vividly remember the excitement that followed, for every one, especially the colored people, felt that real danger was at hand. No officers, however, made themselves known, and it is not certain whether they entered the city or not. One thing is sure, that the reported presence of the vessel was a mistake. The marshals would have assuredly met with a warm reception had they put in an appearance. This is but one of many interesting episodes that occurred during those days when it cost some-

[1] Mr. French was an unswerving friend to the colored people.

thing to be an anti-slavery man. To illustrate the work going on in the interest of the slave during that eventful period, I quote the following from the *Mercury*, April 21, 1851:

"EXTRADITION EXTRAORDINARY.—We are pleased to announce that a very large number of fugitive slaves, aided by many of our most wealthy and respectable citizens, have left for Canada and parts unknown, and that more are in the way of departure. The utmost sympathy and liberality prevails toward this class of our inhabitants."

At the completion of the elegant stone church, corner of Union and Eighth streets, in 1838, the old building was sold and became "Liberty Hall," and was used for lectures, political meetings and entertainments. From time to time several additions were made to the building on the west end, and about 1846–47 stage and scenic properties were added, and the hall became the principal place for theatrical representations. It became chiefly noted as the place for lyceum lectures and for lectures by the distinguished advocates of the cause of the slave. The mere mention of the names of William Lloyd Garrison, Wendell Phillips, Frederick Douglass, Stephen Foster, Theodore Parker, Parker Pillsbury, and Henry Ward Beecher will call up recollections of an era in our history that was pregnant with the results affecting the extinction of slavery in the United States; and it was in this hall that these orators poured forth their torrents of eloquence, argument, and invective.

On the evening of April 19, 1856, occurred the celebrated Howland street riot, an event that must carry us back to the years 1826 and 1829, to find any parallel occurrence. It is somewhat remarkable that the conditions that brought about the riot were kindred to those of the two riots above mentioned. Our readers will remember in the description of those events that we found certain sections of our town infested with a dangerous class of citizens, occupying dwellings that were moral pest-houses, and with surroundings that were detrimental to the dignity and good order of our community. In each case a murder had been the prime cause that brought into existence the organized mob. In the riot we are now discussing we find a simple repetition of the same condition of things. So that we may have an intelligent knowledge of this affair, let us take a general survey of the place and the peculiar circumstances of the event.

Howland street is a short street in the south part of the city, running east and west, parallel to and situated between Grinnell and Griffin

streets, beginning at Acushnet avenue and running east to the river front. In the years gone by, and especially at the time of the riot, the eastern section was a noted resort for drunken sailors and evil disposed persons. Nor was this confined to Howland street, for South Water and other intersecting streets partook of the generally bad reputation. They abounded in dance-halls, saloons, gambling dens, and brothels. When our ships came in from their long voyages, these abodes of iniquity were in high carnival, fights and brawls were of frequent occurrence, and it was dangerous to pass through this section after nightfall. It was no uncommon circumstance for persons to be knocked down and robbed. Matters grew steadily worse and more uncontrollable, when the climax was reached in a murder.

Early on a Sunday morning a man coming out of Benjamin Baker's fish market, then located at the foot of Howland street, discovered the body of a man close to the water's edge. Supposing that he was drunk, he called the attention of the bystanders to the danger from the coming tide. What was their horror, on approaching the spot, to find the man dead; an ugly wound on his head showed with certainty that he had been foully dealt with. The investigation that immediately followed, under the direction of William O. Russell, coroner, revealed several startling facts: that the man had been murdered; that a crushing blow on the top of the head was the immediate cause of death; that the man had been seen in the house No. 17 Howland street the night before; that the track of blood from the spot on the shore where the victim was found was traced in direct and unbroken line to this same house. All this was brought out clearly and positively; but who did the deed, and under what circumstances, was never found out, at least by any official investigation. The name of the unfortunate man was Rogers, and he was a resident of the northwest section of the city.

Not long after this event, another body of a dead man was found in the "Long House," and though no bruises were found showing violence, it was deemed necessary to have an inquest. The body was removed to the boat-builder's shop of R. C. Topham, where an investigation was held, but without any satisfactory results. My readers can easily understand how intense the feeling became after two such tragedies.

A thrill of terror went through the community as these dreadful occurrences became known, and they became the all-absorbing topic of

PURCHASE STREET IN 1856.

YOUNG MECHANIC NO. 6 RETURNING FROM A FIRE.

conversation. But few days elapsed after the fruitless investigations, when the preliminary arrangements were commenced which ended in a most complete organized mob. Several meetings were held in which the plans were matured. Triangular pieces of white paper pasted about the city gave the call to these gatherings. Whenever a red paper was posted it signified danger. The date first selected for the demonstration was April 5, but the affair was postponed because of the delay of the engineers in moving the old hook and ladder truck to the Second street house. The new truck, built by Joseph Brownell & Co., was to be placed in the engine-house on Market street.

Let it be understood that the municipal authorities, with his honor, George Howland, jr., at the head, were not lax in their efforts to maintain order; indeed, his administration was conspicuous for the vigorous enforcement of law.

Just east of the house on the northeast corner of Howland and Second streets was a small two-story house, No. 17. It was here that the murdered man, Rogers, was last seen alive. The occupants of the house were of the worst class, and the place was noted for being one of the vilest on the street. Through an alleyway on the east of the house and in the rear directly northeast stood what was known as the Long House, a large building occupied by similar characters and used for kindred purposes. On these two houses centered the demonstrations of the mob.

Several weeks before the riot the streets were filled with rumors in regard to something that was going to happen. At first it was not even hinted where or when. Not many days elapsed, however, before "Jerry" was announced as having arrived in town. My information regarding him and the organization of which he was the acknowledged head is of the most reliable character, and the facts relating to the finding of the murdered man on the shore were told me by the very man who made the discovery.

One morning our citizens were greeted with bits of red paper, posted everywhere through the city, bearing the significant words: "Fire! Fire! On Howland street! Paint your faces and look out for the police." This was an appeal to more than 300 members of the organization that the attack was to take place on the following Saturday night, April 19.

They met that evening on City Hall square, and, at an early hour, a party of rioters took the old truck from the Second street house, proceeded to Howland street, and undertook to pull down the house, No. 17. Their efforts were unsuccessful, until about 9 o'clock, when a false alarm of fire was raised and brought the whole force and an immense crowd of people to the scene. The rioters were now in their greatest strength. They proceeded to the vicinity of the house, quickly stripped the carriage of the long hooks, and the work of demolition commenced. One of these hooks was thrust into the front window, another to the roof, and the house began to come down. The Long House in the rear, was the first to be set on fire, though both were soon in flames and burning fiercely, while dense volumes of smoke filled the heavens. Jerry mounted the ridgepole of No. 17, and directed the operations.

A thrilling episode occurred when this building was entirely wrapped in smoke and flame. The roof fell in with a tremendous crash, carrying Jerry with it, and it was for some time supposed he had perished in the seething furnace. But he soon put in an appearance and continued to direct operations. The fire soon spread to the next building east, called the Block, but the damage here was slight. Any attempt on the part of the engines to play on either of the first two buildings was defeated by cutting the leading hose. The fire department was promptly on hand but its operations were distinguished by apparent stupidity and want of efficiency.

The Franklin, No. 10, was the first to arrive. Singular as it may seem, the engine stopped directly over the reservoir cover, and not a man could find it. Nos. 5 and 6 came tearing through the streets, anxious, of course, each to beat the other in getting first water, shoved their suctions under No. 10, got water and played on—no, they didn't play on the fire, for the reason above stated. All the engines of the department were hindered from doing any service. The only instance where they were at all effective was in putting out the fire in the Block. The crowds of people were great, for the papers of the day mention the number as at least 3,000. The police were present, but were helpless in preventing the work of the mob; indeed, the mischief had been accomplished before they were present in any force.

The city Guards, Capt. Timothy Ingraham, were ordered out by the mayor, and marched to the scene, fully armed and equipped for serious

work. They halted on Second street, near Howland, and awaited orders. By this time the rioters had dispersed, evidently satisfied with the work accomplished, and the Guards were not called upon for service. At midnight the crowds of people retired, and thus ended the famous Howland street riot. Several persons were arrested, but their cases never came to trial. The denizens of other notorious sections of the city were badly frightened, and during the night outposts were stationed to give the alarm should the mob be seen approaching. The city government took vigorous action to prevent further demonstrations of this character. The military were under arms for several weeks, and many of the engine companies were sworn in for special duty, but fortunately their services were not required.

At noonday on August 24, 1859, the greatest fire in our local history, involving an immense amount of property, occurred on Water street, north of Middle. It was past twelve, an hour when the shops and streets were deserted, and the workmen were at dinner, when fire broke out suddenly in the engine room of William Wilcox's planing-mill, on the east side of Water street, on the same spot where now stands Tillinghast's mill. The structure was of wood and, in an instant, was enveloped in flames. A strong southeast wind was blowing at the time, and the fire spread with great rapidity to the buildings north, leaped across the street, even before the alarm was given, taking all the shops on the west side of Water street clear to North street, and worked its way steadily westward to Second street.

Meantime along the wharves the flames made steady progress, taking in their path all the buildings and their contents. Wilcox's lumber yard was now one dense mass of flame, and the condition of things at this time was appalling. But when the cargoes of oil stored in the vicinity of Richmond & Wilcox's wharf took fire, and the ship *John & Edward*, lying at the head of the dock, was absorbed in the destruction, the flames enveloping the entire vessel, and leaping upward to the top of the masts, the scene was one of great impressiveness. The oil, at this point, as it ran from the wharf into the dock, took fire, and at one time the water for some distance out into the dock was covered with burning oil, forming literally a sea of fire. Several ships in this dock tied to the wharf had to be pushed out into the river in order to save them from destruction.

The spectacle now presented was one of sublime grandeur. At the north, mountains of black smoke were rising, tinged at the lower edges with the forked flames that rose from the burning oil, while in the foreground was the burning ship—at this moment in the last stage of destruction. At the south the burning lumber had reached its intensest heat, and solid masses of flame shot high into the heavens. In the intervening space were the standing chimneys, grim monuments of the frightful disaster, and the burning ruins of what but a few hours before had been hives of industry. Here and there might be seen groups of firemen at their work, defying the danger that beset them on every hand.

The houses on Second street were now in flames and the fire was spreading with fearful certainty to the north, promising to cut a path through the northwest section of the city; and without doubt it would have done so but for the decision of the authorities to blow up the building on the northeast corner of Second and North streets. This was quickly accomplished, and the stunning explosion that was heard in every part of the city was the announcement to the affrighted citizens that danger from that scction was over. On the northwest corner of North Water and North streets were stored under seaweed 14,000 barrels of oil, valued at $200,000. To save this from destruction a number of citizens armed with big brooms made of brush, thrashed out the burning cinders as they fell in great clouds. The fearful heat made this task almost unbearable, and yet pluckily they stood to their work and saved this large property. They were aided by the fire department who kept the seaweed wet.

The burning of so many oil casks sent rivulets of oil in all directions, much of it into the river, much into every sunken spot, and ponds of pure spermaceti were formed in many directions. When the conflagration was under control the gathering of this oil became a lively business. Empty oil casks were at a premium and every sort of vessel that would hold liquid was brought into requisition. "Dipping ile" was a very profitable business and was followed for a time, some persons getting as much as forty barrels. It was subsequently bought by the oil refining factories at about twenty-five cents a gallon.

At nightfall the fire had spent its fury and apprehensions of any further disaster were allayed. Several engines were at work all night

playing upon the ruins. Ships *Illinois*, *Congaree* and *Cowper*, lying in the dock, were slightly damaged by fire, but were towed out of danger by tugboat *Spray*. The occasional explosion of the bomb-lances was terrific and the reports were like those of artillery on the battle field.

The following buildings were destroyed: William Wilcox's steam planing mill, loss $14,000, no insurance; Thomas Booth's sash, door, and blind factory, upper story, loss $1,500, no insurance; Ryder & Smith's building and spar yard, totally destroyed, loss $3,000, no insurance; Thomas Booth's carpenter shop, loss $1,000; all these were on the east side of Water street. The flames now crossed the street and burned Hayes & Co.'s mill for dressing staves, loss $2,500, no insurance; the second story was occupied by Charles and Edward Bierstadt, turning and sawing shop, loss $1,000 no insurance; the building next north was Warren Hathaway & Son's, manufacturers of whaling apparatus, mincing machines, etc., loss $7,000, insurance $2,600; in the rear was a blacksmith shop, entirely destroyed. In these buildings was a large lot of bomb lances that exploded during the progress of the fire, creating much alarm among the people; next north, building occupied by Howland & Coggeshall, storage of casks; second story, carpenter's shop, G. & C. Brownell, loss $400. The flames then attacked the lumber yard, sheds and buildings belonging to Thomas Booth, loss $8,000, no insurance; John D. Hursell, pain shop, in upper story of building, loss $1,200, no insurance. Next in order came the three-story building on the corner of North and Water streets, occupied by Nathaniel H. Nye, ship chandler; second story, counting-rooms of Messrs. Wilcox & Richmond, A. B. Howard, Edmund Maxfield, Russell Maxfield and David B. Kempton; third story occupied by Charles Searell, rigger; loss on building $3,000, Mr. Searell $500, no insurance. To the west of the machine shop of Messrs. Hathaway was the cooperage of Howland & Coggeshall. The entire loss was $3,000, no insurance. Near this were two small dwellings that were destroyed.

The fire continued to spread to the west. The engineers blew up the building on Second street at 1.30 o'clock belonging to Dennis Daly. This effectually stopped the fire from going south. The next building destroyed north of Daly's was the house belonging to Stephen N. Potter, loss $3,000, no insurance. Then came the large cooperage of

Hayes & Co. It was entirely destroyed, loss $8,000, no insurance. Following this a dwelling house owned by Wilcox & Richmond, loss $1,200, no insurance. Next, southeast corner of Second and North streets, fish market of Gardner & Estes, loss $400, insured. The fire then extended to the west side of Second street and destroyed a dwelling owned by Mrs. Ezra Smith, loss $3,000. Next, on the same side, a house on the southwest corner of North and Second streets, owned by D. R. Greene, loss $4,000, insurance $2,200. At 2 o'clock the engineers blew up the dwelling house of Mrs. Joseph Maxfield on northwest corner of North and Second streets, loss $1,500.

The above, embracing about twenty buildings, were destroyed, and a large number of sheds, and 8,000 barrels of oil. The entire loss, as recorded in the books of the Board of Engineers was $254,575 with but $6,975 insurance.

This was the most disastrous conflagration our city ever experienced; and what made it especially sad was that the loss fell with such terrible force upon a class of our most industrious and worthy citizens, many of whom saw all the hard earnings of years in a few hours entirely obliterated. Some not only lost their business, but their homes even were sacrificed in the great disaster.

Hardly had the embers died out before there came an imperative demand by the citizens for a more adequate protection of our city. The newspapers took up the appeal, and "steam" became the popular cry. The hand engine service fought the battle for all it was worth, but without avail; the beginning of the end had come. The scoffs and jeers of the multitude of friends of the fire department under the old régime could not stay the tide of progress. The steam fire engine rolled into town one day, only a few months later. In less than a year following its advent, the hand engines began, one after another, to go out of service, and the number of steam fire engines increased.

The following list shows the names and dates of the opening of a large portion of the prominent streets in the city:

1847—Walden, from Maxfield to Sycamore; Sycamore from Walden to County; Franklin, from County to Purchase; Orchard from Hawthorn to Arnold.

1848—Walnut, from Water to the river; Mill, from Hill to County; Arnold, from County to Orchard; Grinnell, from County to contemp-

lated Bonney street; Pleasant, from Franklin to Pope street; Hathaway road, from Perry's Neck road to Smith Mills road; Nash road, from Acushnet avenue to Perry's Neck road; School, from Seventh to County; South Second to Griffin street; Bonney, from Allen to Washington; Hillman, from North Second to North Water.

1849—Hilman, from Summer to Chestnut; Cedar, from North to Smith; Elm, from Summer to Ash.

1850—Pope, from County to Purchase; Parker street, from County to wood land of Dr. A. Reed; Bush, from County to Orchard; Summer, from Kempton to Hillman; Charles, from Kempton to County; Ray, from Pearl to County; Merrimac, from Ray to Purchase; Mill, from Cedar to County; North, from Cedar to County; Hillman, from Chestnut to Cedar; Cypress, from Kempton to Hillman; First, from Union to William; Chestnut, from Hillman to Smith; Fourth, from Bedford to A. Gifford's lands; Union from Orchard to Cottage.

1852—Parker street, from terminus to Oak Grove Cemetery; Crapo street, Grinnell to South; Sycamore street, from Chestnut to County; Sycamore street, from Pleasant to Walden; Sycamore street, from Chestnut to Cedar; Pearl street, from Purchase to Pleasant; Orange street, from Grinnell to South; Cottage street, from Hawthorn to Bedford; Pleasant street, from Franklin to Merrimac; State street, from Willis to Franklin; Forest street, from County to Bonney.

DEATHS.

1847—October 19, John Taber, aged 75 years, a citizen of Fairhaven; December 26, Abraham Sherman, a distinguished Friend.

1849—January 8, Ephraim Delano, aged 79 years, a citizen of Fairhaven; February 6, Mannasseh Kempton, aged 83 years; April 30, Robert Wait, aged 73 years; November 9, Capt. John Howland, aged 73 years; November 10, Capt. David Jenney, aged 82 years.

1850—January 23, Capt. David Brayton, aged 66 years; January 29, Capt. Noah Stoddard, aged 95 years, a citizen of Fairhaven, a soldier of the American Revolution who rendered distinguished service to his country; April 19, Cornelius Grinnell, aged 92 years, an eminent

citizen; June 28, Desire Howland, aged 81 years; October 22, James Hathaway, aged 60 years.

1852—October 10, John Howland, aged 70 years.

1853—April 19, William Tallman, aged 92 years; December 30, John Avery Parker, aged 84 years, one of the most influential citizens of his day.

CHAPTER XIX.

NEW BEDFORD IN THE CIVIL WAR.

Loyalty of New Bedford—Early Response to the First Call for Troops—Departure and Service of the City Guards—The Roster—Harbor Defences—The Ladies' Relief Society—Company D, Twenty-third Regiment—Fifth Battery—The Stone Fleet—The Thirty-third Regiment—The Thirty-eighth Regiment—The Third Regiment M. V. M.—The Fifty-fourth Regiment—New Bedford's Maritime Losses—Company B, Third Heavy Artillery—Company B, Fourth Cavalry—The Fifty-eighth Regiment—Peace—The Assassination of President Lincoln—The Soldiers' and Sailors' Monument—New Bedford in the Navy—Lieut. W. P. Randall and the *Cumberland*—Thomas Almy of the *Wachusett*—The *Tecumseh* Incident—Naval Officers from New Bedford.

IT is not within the scope of this book to discuss the causes that led to the civil war, nor to record the national events that characterized the four years' conflict. The story has probably been written more thoroughly and exhaustively than that of any war in the world's history. Every State in the Union has in its archives complete records concerning every regiment, company, and soldier. They contain reliable information relating to all matters regarding the army and navy. The innumerable military organizations throughout the country have preserved the experiences of their members, and the thrilling stories of camp and field. These, with the official documents and records in the possession of the national government, form a vast treasure house of historic material relating to the civil war.

It remains for this work to briefly enumerate the organizations from New Bedford that one after another responded to the nation's call for defenders, and to note the more prominent local events that relate to

the great rebellion. The echoes of the enemy's guns fired against Fort Sumter were heard all over the land and roused the patriotism of every loyal heart. The call to arms was promptly responded to by thousands of citizens who were ready and anxious to render service to their country. The old Bay State, true to her record in the past, stood in the front rank with the loyal States in furnishing her quota of the 75,000 volunteers first called for by Abraham Lincoln. New Bedford acted promptly; and on the morning of April 16, 1861, four days after the attack on Fort Sumter, the New Bedford Guards, Company L, Third Regiment Massachusetts Volunteer Infantry, stood in line in front of City Hall, to receive the tributes of praise from eloquent speakers, and an ovation from an immense throng of citizens, who crowded the square and adjoining streets. Ex Gov. John H. Clifford made a touching and eloquent address to the soldiers. His words were full of lofty patriotism, and they stirred the loyalty and enthusiasm of soldier and citizen. His closing words to the company were:

"Go in peace about your families; your fellow citizens will see to it that those you leave behind shall want for nothing while you are gone. We shall hear from you on the field of duty, and that not one has failed, wherever he may be. God keep you safe under His care, and bring you back with untarnished glory, to be received by your fellow citizens with hearty joy and honor."

The solemn and impressive exercises closed with a fervent prayer by Rev. John Girwood.

At the invitation of Governor Clifford, a large number of citizens formed in line, and, to the inspiring music of "Yankee Doodle" by the band, escorted to the station the New Bedford City Guards, every man of them a volunteer. Thus went the first of the thirty-two hundred men furnished by the city of New Bedford during the war, a surplus of eleven hundred and ten men over and above all demands from the United States government. The patriotism of the community was thoroughly aroused and found expression in flag raisings and in similar demonstrations. Physicians offered their gratuitous services to the families represented in the membership of the City Guards, and the warmest sympathies of the community were supplemented by practical action. The Guards arrived in Boston at midday in a drenching rain,

and were escorted to the United States Hotel, where they were entertained by Horace Scott and other New Bedford friends. On the 17th they joined their regiment and passed in review at the State House, receiving the ovations of an immense crowd of citizens gathered to do honor to the departing soldiers. They took their departure for Fortress Monroe the next morning in the steamer *S. R. Spaulding*, where they arrived on the 20th, and marched into the fort at 11.30 o'clock, A. M. After a few hours' rest, and a collation of crackers and cheese, the regiment at 3 o'clock marched on board the steam frigate *Pawnee* and were conveyed to Norfolk that evening, where the men took an active part in destroying the navy yard, to prevent it falling into the hands of the enemy. Ten thousand sixty-four pound balls were thrown into the river, guns were spiked, and many buildings destroyed. On the 24th the regiment was mustered into the United States service, and entered with enthusiasm upon the routine life at the fort.

The New Bedford soldiers were made happy on May 1 by the arrival of Stephen A Tripp, State agent, with letters, clothing, and gifts from home. On the 8th, $600 from Edward C. Jones and $80 from the ladies were distributed to the Guards. The three months' service of the City Guards was confined to duties in the fort, and to picket duty in its vicinity.

The records reveal many interesting events that took place in the fort during their short term of service. On the first Sunday the Guards voted to hold weekly religious services, and they were inaugurated at at once. For want of a regular chaplain, Lieut. A. S. Cushman officiated "in the capacity of presiding elder." Runaway slaves daily came into the fort, seeking and obtaining protection. On May 27 thirty-three of these people were embarked for Newport News. July 4 was recognized by a flag-raising, and the stars and stripes were flung to the breeze amid the cheers of the soldiers and the booming of artillery.

July 8 a detachment of New Bedford soldiers under Sergeant Samuel C. Hart was detailed to throw up breastworks, and the sergeant found himself in the novel position of a slave overseer. Sixty runaway slaves were sent him to assist in the work. The thermometer stood at 110°. Many of the Guards were overcome with the heat and returned to quarters. Thursday, July 23, was the last day of enlistment, and the regi-

ment embarked in the steamer *Fanny* for home. Their departure was signalized by the hearty good wishes of their companions in arms. The steamer passed Minot's Ledge at 5.30 o'clock on the morning of the 19th, and the troops landed at the wharf in Boston at 7. The regiment went into camp at Long Island, Boston Harbor, and was mustered out of service on Monday, July 22. On the 23d, under the escort of the Second Battalion of Rifles, Major Newton, the regiment proceeded to Boston Common, where it passed in review and was dismissed. The City Guards returned to New Bedford on the evening train and were greeted with salvos of artillery, and the warm welcome of friends who met them at the station. Escorted by companies A, B, C, and D, Home and Coast Guards, they marched to City Hall, where they were addressed in complimentary speeches by Mayor Isaac C. Taber and Hon. John H. Clifford. At the close of these, they proceeded to the armory, where the company in line received a few words of commendation from its commander. With rounds of cheers for Captain Ingraham, First Lieut. James Barton, Second Lieut. A. S. Cushman, and for the Home and Coast Guards, the New Bedford City Guards were dismissed. This ended the service of the first company of volunteers from New Bedford.

Among the field and staff officers of the Third Regiment of Infantry M. V. M., belonging in New Bedford when mustered into service April 23, 1861, were David W. Wardrop, colonel; John H. Jennings, major; Alexander S. Holmes, surgeon; Johnson Clark, assistant surgeon; Austin S. Cushman, adjutant; Albert C. Maggi, sergeant-major; Frederick S. Gifford, quartermaster-sergeant.

Line officers, Company L. New Bedford Guards: Timothy Ingraham, captain; James Barton, first lieutenant; Austin S. Cushman, second lieutenant; Samuel C. Hart, first sergeant; William M. Bates, Elisha Doane, Thomas S. Palmer, sergeants; Nathan B. Mayhew, Walter D. Keith, Timothy D. Cook, jr., Anthony D. Lang, corporals.

Privates, William M. Bates, Daniel A. Butler, Frederick S. Gifford, Walter D. Keith, George Barrows, John E. Henshaw, James H. Hathaway, Thomas Martin, A. C. Maggi, John H. Babcock, Joseph E. Nye, Augustus Arnaud, William E. Manchester, Charles B. Walker, Nathan B. Mayhew, Aaron Upjohn, jr., Eliphalet H. Robbins, Sanford M.

Robinson, William H. Sisson, Frank Herley, Isaac C. Hart, George H. Freeman, Franklin S. Herley, Hosea C. Clay, Edward R. Richards, Daniel W. Hall, Ingersoll B. Endicott, Edward L. Pierce, Timothy D. Cook, jr., Jonathan W. Davis, Warren Moore, Charles West, Thomas C. Allen, jr., Ezra K. Bly, William G. Davis, Peleg W. Blake, George T. Sears, Charles H. Tobey, John P. Hood, Ira S. Negus, Timothy W. Terry, Franklin Tobey, jr., Edward Hicks, William H. Allen, George H. Chase (drummer), William H. Taylor, jr., Henry A. Wilcox, Isaac H. Barrows, Roland L. Hillman, Charles Grand, Josiah B. Hamblin, James Skinner, Rollins H. W. Carnes, George P. Sisson, William H. Salisbury, Charles N. Avery, Charles H. Nevins, Owen P. Conley, Elisha Doane, Anthony Lang, Charles M. Collins, Thomas S. Palmer, Seth A. Wilcox, Andrew W. Russell, Owen Brady, Jonathan M. Rix, A. W. Young, George P. Lee, Harrison O. Thomas, Pardon A. Davis, Anson E. Ferris, George W. Hunt, H. Nye, Frauk Staples, George S. Palmer.

April 17, the day following the departure of the City Guards, a patriotic meeting was held in City Hall, Col. C. B. H. Fessenden presiding, and the immense throng of citizens was addressed by Hon. Thomas D. Elliot, Hon. John H. Clifford, Hon. Rodney French and others. April 19 the city council, in response to the action of this meeting, appropriated $5,000 for the benefit of the soldiers who had already departed for the South.

The menacing character of the rebel cruisers that already were upon the ocean occasioned much uneasiness, and it was feared that New Bedford would receive a visit from them. Means for defence were at once begun. A sand battery on Clark's Point was thrown up April 27, and three twenty four pounders were mounted. Fort Phœnix was put in good condition and the barracks renovated. While these operations were in progress, companies of home and coast guards were being organized. May 4 Company A, Capt. Henry F. Thomas; Company B, Capt. William S. Cobb; Company C, Capt. George A. Bourne, Company D, Capt. B. Ewer, and an artillery company, Capt. John B. Hyde, were organized under the command of Gen. James D. Thompson. Company D belonged to Fairhaven. The duty of this corps was to guard the coast and garrison the forts. A detachment from one of the New Bedford companies was placed in Fort Phœnix May 4, and one at

Fort Taber (for that was the name given the sand battery on Clark's Point, in honor of Mayor Isaac C. Taber) on May 11. A vigilant watch was maintained day and night of vessels approaching the harbor. An appropriation of $5,000 was made by the city government on July 29 for the maintenance of the home and coast guard.

The Ladies' Soldiers' Relief Society was formed soon after the departure of the City Guards, and their beneficent work was at once directed to the immediate wants of this company. Quantities of clothing and hospital stores were sent to them. This was but the beginning of the patriotic work of this society, and its record during the war redounds to the honor of the city. The official statement says it donated for the relief of the soldiers upwards of $20,000 in money; in cotton cloth and flannel, $4,000, and in hospital stores to the amount of $6,000. The following are some of the articles contributed: Condensed milk, preserved fruits, jellies, pickles, farina, maizena, tamarinds, lemons, dried apples, tea, coffee, cocoa, 1,116 bottles of wine, 423 bottles of brandy, 1,130 bottles of blackberry brandy and syrups, 345 bottles of port wine, large contributions for the Thanksgiving dinner and Christmas trees at Portsmouth Grove Hospital, besides bushels of lint and bandages. The Society for the Comfort and Relief of Our Soldiers in Hospitals furnished among other things, 5,904 flannel shirts, 3887 pairs of drawers, 4,573 pairs of woolen socks, 1,790 towels, 94 coats, 76 waistcoats, 120 collars, 1,000 handkerchiefs, 368 cravats, 314 dressing-gowns, 1,837 pocket handkerchiefs, 300 pairs of trousers, 148 napkins, 679 pairs of slippers, 265 pairs of woolen mittens, 524 blankets, 515 sheets, 673 pillows, 750 quilts, 988 canes, and 1,280 woolen undershirts. The ladies of New Bedford began this work early in the war. They held a meeting for organization on the 11th of April, 1861. Mrs. Joseph C. Delano was chosen president, Mrs. Lawrence Grinnell, vice-president, and Mrs. William Eddy, secretary and treasurer. In addition to the above contributions, $500 were given by a lady to pay soldiers' wives for sewing. Contributions were also sent to the St. Louis and Baltimore Soldiers' Fairs, and tables were furnished at the New York and Boston Fairs.

The city authorities were active in giving all possible aid in the enlistments for the army, and were lavish in their financial support of all war measures. On September 5 Mayor Isaac C. Taber was authorized

to organize companies for the national army with bounties for each member of $15. November 20 $1,500 were appropriated for State aid to soldiers' families, and December 15 $5,000 for the payment of soldiers' bounties.

In October, 1861, Company D, Twenty-third Massachusetts Infantry was raised in this city for three years' service. It was largely composed of New Bedford men. The following officers were in command when the company departed for service: Captain, Cornelius Howland, jr.; first lieutenant, Samuel C. Hart; second lieutenant, Anthony Lang. The regiment left Lynnfield, November 11, 1861, and embarked in steamers *State of Maine* and *Metropolis* for New York. They arrived and went into camp at Annapolis, November 16, 1861. On January 9, 1862, the regiment embarked on board the gunboat *Huzzar* and schooner *Highlander* for Fortress Monroe. A violent gale on January 12 separated the vessels, and with much difficulty and danger the regiment reached Pamlico Sound, where the vessels remained at anchor nearly two weeks. The furious winds made it unsafe to send boats to the shore, and the men were placed on short allowance of both food and water. They joined the fleet of sixty vessels to accomplish the reduction of Roanoke Island. On the 7th the gunboats began their attack on the rebel fleet and on the forts of Roanoke Island. Later in the day the Union forces commenced landing, the Twenty-third Regiment being the first to reach the shore. The engagement lasted several hours, when the enemy capitulated at 4 o'clock. Three thousand persons, 2,000 stand of arms, and three shore batteries with forty guns were captured. General Burnside, in his order issued February 14, thanked the Massachusetts troops for their gallant conduct and "Roanoke, February 8," was authorized to be inscribed on their banners. Thus early in the war did the New Bedford soldiers of this regiment receive their first baptism of fire.

The regiment took part in the capture of Newbern, March 16, 1862, in which it lost seven men killed in action and forty-seven wounded. October 30, 1862, Company D, the New Bedford company, with four others of the regiment, took part in a raid up the Neuse River. At Swift's River, the cavalry, artillery and baggage trains, the whole force under the command of Major-General Foster, marched through a section of North Carolina, embracing Washington, Rawles Mills, Williams-

Engd by F. G. Kernan, N.Y.

Yours Truly

Saml. C. Hart

ton, Hamilton, Tarboro, and Plymouth. The expedition was gone thirteen days and captured fifty prisoners, four hundred horses and mules, and a hundred wagons. November 14, 1862, the regiment participated in the battle of Kinston, in which it took sixty prisoners belonging to the Twenty-third South Carolina Volunteers. November 16 it encountered the enemy at Whitehall. This proved a serious affair, for, says the account, "the enemy poured the lead and iron into us like rain." The regiment was under steady fire for two hours and lost thirteen killed and fifty-four wounded. On the march back to Newbern, "owing to the bad quality of shoes, a great many marched part of the time barefooted over the frozen and icy roads." During the year 1863 the Twenty-third Regiment was doing loyal service, frequently changing camp, and participating in occasional expeditions. June 26 the New Bedford company was sent to Fort Spinola, near Newbern, for garrison duty. The regiment did service in defending Wilcox Bridge, and encountered the brisk fire of the enemy at this point. In the latter part of October the regiment left Newbern and sailed for Fortress Monroe, where it went into camp and spent the early winter months.

In 1864 the Twenty-third Regiment took part in the battle of Arrowfield Church, and in the ill-fated movement towards Richmond that ended so disastrously at Drury's Bluff. It suffered severely in this engagement, having thirteen killed, twenty six wounded, and fifty-one made prisoners, thirty-seven of whom died in prison. In 1865 it participated in several engagements before Richmond. The full time of service expired June 15, and the Twenty-third Regiment was mustered out of service at Readville, July 12, 1865. Colonel Raymond, who commanded the regiment, said of the men: "Their excellent conduct while in camp or garrison, their coolness and bravery under fire, their vigilance and fidelity at all times displayed, entitle them to the highest praise." Inscribed on their regimental flag are the battles of Roanoke, Newbern, Rawles Mills, Kinston, Goldsboro, Wilcox Bridge, Winton, Smithfield, Heckman's Farm, Arrowfield Church, Drury's Bluff, and Cold Harbor.

FIFTH BATTERY.

The artillery company organized for coast defense at New Bedford in the summer of 1861 was the nucleus of this battery. A large

proportion of its officers and members were New Bedford citizens. At the time when it left Camp Massasoit, Readville, December 25, 1861, its officers were: Captain, Max Eppendorf, New Bedford; first lieutenants, George D. Allen, Malden, John B. Hyde, New Bedford; second lieutenants, Robert A. Dillingham, New Bedford, Charles A. Phillips, Salem; quartermaster-sergeant, Timothy W. Terry, New Bedford. Its armament consisted of four rifled six-pounders and two twelve-pounder howitzers. These were exchanged for three-inch guns during the winter of 1862.

The battery went into Camp Duncan, Washington, December 27. In January, 1862, many changes were made in its officers. Captain Eppendorf resigned, Lieutenant Allen took command, and the other officers were promoted in succession. Sergt. Henry D. Scott was advanced to second lieutenant.

In February the battery marched to Hall's Hill, Va., and was assigned to Gen. Fitz John Porter's division. In March it went into camp near Fortress Monroe, where it awaited the movement of the army against Richmond. In April it took part with Gen. Fitz John Porter's division in the advance on Yorktown. It performed picket duty on the Chickahominy during the month of June, and took part in the battle of Gaines's Mills June 27. In this battle the Fifth Battery was attached to General Butterfield's Brigade. James T. Bowen, author of "Massachusetts in the War," says: "About the middle of the afternoon it took position on a hill, where it assisted in repulsing several advances of the enemy, and then changed location to serve with the brigade in covering the retreat of the Union army across the Chickahominy. This it did faithfully, checking the pursuit with discharges of canister, but in withdrawing could only bring off two guns, the horses of the others being killed. The loss in men was two killed and three wounded. With the two guns the battery was engaged in the battle of Malvern Hill, July 1, being placed first at the left, and afterwards on the right. The effectiveness of the battery in this engagement may be estimated from the fact that with these two pieces 250 rounds were fired."

In July the battery was temporarily dissolved, and the men were distributed among other organizations. In October, 1862, it was re-organized, under the command of the following officers: Captain, Charles

A. Phillips; first lieutenants, Henry D. Scott, New Bedford, Frederick A. Hull, Cambridge; second lieutenants, Peleg W. Blake, New Bedford, Joseph E. Spear, Quincy. In was attached to the Fifth Corps, and in December participated in the unsuccessful attack on Fredricksburg. It shared in the "mud march" in January, 1863, and in the battle at Chancellorsville in May. With the artillery reserve, it was summoned to Gettysburg in July, and assisted in repulsing the great attack of the Confederate forces. During the two days' fight it lost seven men killed (or died from wounds), and thirteen were wounded, including Lieut. H. D. Scott, who was shot through the face while directing the removal of a gun from the field. He was again wounded in the Mine Run campaign in November.

The battery went into winter quarters at Rappahannock Station, where it remained till the opening of the spring of 1864. It took part in the battle of the Wilderness on May 5, in the battle of Bethesda Church, June 3, and in an attack on Petersburg, June 18. In the last engagement Lieutenant Blake was killed. In August this battery took part in repulsing the enemy in their attempt to regain the Weldon Railroad. At the final assault on Petersburg, the Fifth Battery, under command of Captain Phillips, had a part in the fiercest of the battle. Lieutenant Page was detailed to take possession of the guns of Battery B, Sumter Artillery, of Georgia, consisting of six twelve-pounders. The record says: "These were worked by the brave men under Lieutenant Page all day, though exposed to a fire of artillery and musketry, by which Page and three of his little band were wounded." That day saw the last shots fired by the Fifth Battery. It was mustered out of service June 12, 1865. By orders from headquarters of the Army of the Potomac, the battery was authorized to emblazon on its flag: Yorktown, Hanover Court House, Mechanicsville, Gaines's Mills, Malvern Hill, Second Bull Run, Fredericksburg, Chancellorsville, Gettysburg, Rappahannock Station, Mine Run, Wilderness, Spottsylvania, North Anna, Bethesda Church, Petersburg, Weldon Railroad, and Hatcher's Run.

THE STONE FLEET.

In the fall of 1861 the United States Government purchased a large number of old vessels, principally whalers, loaded them with stone, and

sank them in the channels of Charleston and Savannah, important ports of the Southern Confederacy on the Atlantic coast. Many of the inlets on the coast of North Carolina were closed to ocean traffic by this novel method. Twenty-one Baltimore schooners were used in this case. The principal operations of this so-called "Rat-hole Squadron" were, however, directed to the harbors of Charleston and Savannah. This work supplemented that of the blockade squadron, and resulted, for a time, in the practical closing of the southern coast against blockade-running.

The whaling vessel, from its peculiar model, seemed well adapted for this enterprise, and so it happened that twenty-four of the forty-five vessels of the fleet were bought and fitted at this port. The preparation of the ships was under the supervision of Messrs. Ivory H. Bartlett & Sons. Capt. Rodolphus N. Swift was the general agent, and Capts. James B. Wood and Fred A. Stall assistant agents.

The first fleet consisted of the following vessels: Barks *Garland*, Commodore Rodney French, 243 tons; *Harvest*, Capt. W. W. Taylor, 400 tons; *Leonidas*, Capt. Joseph W. Howland, 200 tons; *Amazon*, Capt. J. S. Tripp, 336 tons; *Cossack*, Capt. John D. Childs, 350 tons; *Frances Henrietta*, Capt. Michael Cumisky, 381 tons, and the *Herald*, Capt. A. H. Gifford, 346 tons. Ships *Maria Theresa*, Capt. T. S. Bailey, 425 tons; *Archer*, Captain Worth, 380 tons; *South America*, Capt. David G. Chadwick, 550 tons; *Courier*, Capt. Shubael F. Brayton, 350 tons; *Kensington*, Capt. B. F. Tilton, 350 tons; *Potomac*, Capt. Thomas Brown, 350 tons; *L. C. Richmond*, Capt. Martin Mallory, 306 tons; *Rebecca Simms*, Capt. J. M. Wells, 425 tons; and *American*, Capt. W. A. Beard.

The wharves were alive with gangs of workmen engaged in fitting the vessels for their southern voyage. As about 7,500 tons of stone were required, for which a price of fifty cents a ton was paid, the farmers in the suburbs found a profitable use for their stone walls, and many were pulled down and sold for this purpose. The highways were gleaned of cobble stones and refuse granite; and constant processions of loaded carts found their way to the river front with their contributions toward paving the channel of Charleston harbor. Loads of provisions were stowed in the ships, and everything hastened to completion, so that the

fleet might be in readiness to sail when orders were received from the Navy Department. By November 15, 1861, the "Stone Fleet" was at anchor in the lower harbor, with crews on board. The captains of the vessels reported every morning to the agent, and the expedition was fully ready to sail for Dixie Land. Plump Thanksgiving turkeys had been sent aboard for the officers of each vessel, a generous donation from Messrs. Bartlett & Sons.

At 7 o'clock on Wednesday morning, November 20, sealed instructions were received by Commodore French, with orders to proceed to sea.

AGENTS AND CAPTAINS OF THE STONE FLEET THAT SAILED NOVEMBER 20, 1861.

The signal gun was fired, anchors weighed, and the fleet passed down into the bay. The garrison at Fort Taber saluted with thirty-four guns, and the fleet replied gun for gun. Clark's Point was crowded with citizens, who sped the parting fleet with cheers and waving handkerchiefs. The patriotic keeper of the lighthouse on Dumpling Rock fired a signal gun. The revenue cutter *Varina*, with a large company on board, escorted the fleet out of the bay. At 10 o'clock Pilot William O. Russell was discharged, and the vessels, under full sail, headed for the south.

The sealed instructions were opened on the 21st, and it was found that the fleet was ordered to Savannah, and to report to the commodore of the blockade squadron.

Space forbids a detailed account of the voyage, which was favored with good weather, except a lively gale on December 2 and 3. The wind being from a favorable quarter, its violence only sent the vessels at a booming pace toward their destination. The crews evidently enjoyed the greatest liberty, and were free from the usual discipline which characterizes government vessels. There were, however, one or two exceptions. One captain insisted that the daily "washing decks" should be observed, and so the crew was obliged to perform this duty, much against their will. There being no sand on board, the captain had blocks of granite brought on deck and pulverized into powder, for a substitute. Another captain put his crew on limited rations, and though an abundant supply was provided by the government, the jolly sailors were put on regulation diet. Quantities of potatoes and other vegetables were thrown overboard at the end of the voyage. Commodore French, to give an appearance of dignity to flagship *Garland*, mounted a formidable "Quaker" gun. It was made of a section of a spar, painted black, and mounted 'midships. Just how much the presence of this gun served to protect the fleet from attack is not recorded but the following significant memorandum was found in the commodore's diary: "December 7, 1861. Passed a schooner which eyed our big gun attentively, and kept off."

On the arrival of the fleet at Port Royal, December 11, it was found that the authorities had changed their plans somewhat, and it was necessary to alter the instructions. The vessels lay at anchor for nearly a week, the crews spending their leisure time visiting one another and making excursions on shore. Commodore Dupont, U. S. S. *Washburn*, received the officers with great courtesy and showed them marked attention.

The second fleet of New Bedford vessels sailed December 9. The following is the list: Ships *America*, Capt. Henry B. Chase; *William Lee*, Capt. Horace A. Lake; barks *India*, Capt. Avery F. Parker; *Mechanic*, Capt. Archibald Baker, jr.; *Valparaiso*, Capt. William Wood; *Margaret Scott*, Capt. Henry F. Tobey; *Majestic*, Capt. Joseph Dim-

mick. They arrived at Port Royal in due season, and joined the first squadron.

The ships *Harvest* and *Valparaiso* were retained at Port Royal as store ships. Most of the vessels found their way to Charleston harbor. On Friday morning, December 20, the ships were towed to their various stations by steamers *Ottawa* and *Pocahontas.*

"The sinking of the fleet was entrusted to Capt. Charles H. Davis, U. S. N., whose plan for closing the harbor was to place the obstructions on both sides of the crest of the bar, so that the same forces which created the bar might be relied upon to keep them in their places; also, to place the vessels checkerwise, and at some distance from each other, so s to create an artificial unevenness of bottom, resembling Wood's Holl. This unevenness would give rise to eddies, counter currents and whirlpools, thus making navigation extremely dangerous. The placing of the vessels in the desired position proved a difficult undertaking. Many of them sat very deep in the water, and much skill was required to keep them from swinging away while being sunk. By ten o'clock the plugs were all drawn, and every ship had sunk or was sinking. None disappeared wholly from sight, and the scene is described as a novel one when the work was finished. Some were on their beam ends, some down by the head, others by the stern, and masts, spars and rigging of the thickly crowded ships were mingled and tangled in the greatest confusion. They did not long remain so. The boats which had been swarming about the wrecks, picking up stores, sails, and whatever was to be got, returning heavily laden, were ordered back to cut away the masts. As they fell, the sound of heavy cannon echoed down the bay, and for the next two hours the crash of falling masts was accompanied by the same salute. The guns of Sumter were the requiem of the fleet. I have frequently heard of masts going by the board on ships at sea in a gale of wind, but never saw the deed performed till today. It is certainly worth witnessing, where you have not the accompaniments of a howling gale, a wild mountainous sea, and a groaning ship, leaking at every point beneath you. Under the circumstances the cutting away of masts may afford a sense of relief, but none of gratification or pleasure. But with a fleet of ships sunk across and blockading an important channel, leading to what was once a thriving city,

but what is now the seat of the rebellion, and an object of just revenge, the dismantling of the hulks, within sight of rebel flags and rebel guns, is really an unalloyed pleasure. One feels that at least one cursed rat-hole has been closed, and one avenue of supplies cut off by the hulks, and anything that adds to efficiency of the work affords additional pleasure.

"Most of the ships in sinking had listed to one side, and the masts, of course, stood at an angle over their sides. The braces and shrouds on the weather side were cut by the sharp axes of the whalemen, and the tall masts, swaying for an instant, fell together with a loud crash, the sticks snapping like brittle pipe-stems, close to the decks, and striking the water like an avalanche, beat it into a foam, throwing the spray high into the air. For an hour or two this crashing, smashing sound was heard on every side, and one after another the ships became mere hulks upon the water.

"The scene presented in the harbor, when the work was done, was novel and interesting. Here were sixteen dismasted hulks in every position, lying across the channel—some on the port, others on their starboard sides. Some were under water forward, others aft. The sea swept over some of them, others stood upright on their keels and spouted water from their sides, as the heavy swells raised them and dropped them heavily down upon the sands again."[1] The work was finally accomplished, and the sixteen vessels formed, at least for a while, an impassable barrier to navigation. Here is the list; *Amazon*, *America*, *American*, *Archer*, *Courier*, *Herald*, *Kensington*, *Leonidas*, *Maria Theresa*, *Potomac*, *Rebecca Simms*, *L. C. Richmond*, and *William Lee*, all belonging to New Bedford, and the *Fortune* and *Leonidas*, of New London. The remaining vessels from New Bedford were disposed of at various points, a number of them being used for store ships and temporary wharves. On January 8, 1862, the officers and crews of the New Bedford ships were taken on board the *Ocean Queen* and sailed for home.

The city government was constantly active in rendering all possible aid to the prosecution of the war. July 10, 1862, it appropriated $7,500 to establish a general hospital for sick and wounded soldiers, provided

[1] Correspondent New York *Tribune*.

Engd by H.B. Hills Sons, N.Y.

Savory C Hathaway

the general government should "decide to locate one in the city." It voted a bounty of $100 to each volunteer for three years' military service, and appropriated $26,000 for this purpose. The city alms house was offered to the government for a hospital, and was considered capable of accommodating 350 patients. This offer was not accepted. August 15 the bounty money for volunteers was increased to $250, and $20,000 was set apart for its payment. August 29, $200 bounty money was offered to all volunteers for nine months' service. Twenty-five thousand dollars was appropriated for this work. October 21 it made further appropriations of $5,000 for the continued maintenance of the home and coast guard and $20,000 for military bounties, which amount was increased to $26,000, December 13.

THE THIRTY-THIRD REGIMENT M. V.

The Thirty-third regiment Massachusetts Volunteer Infantry was mustered into serviee August 5, 1862. It had several commissioned officers and one company (I) from New Bedford. Col. A. G. Maggi, in command, was from New Bedford. The officers of Company I, at the time when it left the State for the seat of war, were: Captain, Elisha Doane; first lieutenant, Jas. F. Chapman; second lieutenant, Charles H. Nye.

The regimental band attached to the Thirty-third was under the leadership of Israel Smith, of New Bedford. It had attained a national reputation for its excellent music, and was frequently called upon to perform on state occasions. The band was composed entirely of enlisted men of the regiment, and so the members received no special remuneration for their services.

The regiment left the State August 14, 1862, marched through Baltimore on the 16th and reached Washington the same day. It was joined to General Siegel's Corps, and went into camp at Alexandria. It shared in the weary march in November to Thoroughfare Gap. A heavy snow storm prevailed, and the men were thoroughly exhausted when the regiment returned to camp. November 22 Siegel's Corps marched toward Fredericksburg, over roads that were in wretched condition, and aside from being poorly supplied with provisions, the men were exhausted and worn out. These troops did not reach the vicinity

of the engagement until after the unfortunate attack on Fredericksburg. The wearing and exhaustive service required of the Twenty-third at so early a stage in their military life was severe, but it was bravely endured and served to prepare the men for their widely extended campaigns. In February, 1863, the regiment moved to Brooks Station and went into more permanent quarters.

The first battle of this regiment was at Chancellorsville, where the casualties were five men wounded and two missing. The Thirty third was honored in being one of the Massachusetts regiments selected to support General Pleasanton's cavalry at the battle of Beverly Ford on June 9, 1863. It shared in the Gettysburg campaign in July, and supported the Union batteries on Cemetery Hill. During July 2 and 3 it was constantly under heavy artillery fire, and suffered the loss of seven men killed and thirty-eight wounded. It gained praise from regular army officers for the "unflinching steadiness with which it maintained its position. Through the remainder of the fight it was constantly in the front, and took a prominent part in repulsing the rebel attack on the center." It took part in storming the rifle pits on Lookout Mountain, October 28. The account says: "For this desperate work, the brigade commander selected his own regiment and the Twenty-third Massachusetts, the two numbering altogether but some 400 effective men. At the word of command, the lines, in the best order possible under the circumstances, clambered up the steep slope, through and over the obstructions, until finally they stood facing the hostile works. 'Don't fire on your friends,' said some one through the darkness, and the men of the Thirty-third, deceived, were led to give their regimental number. The response was a terrible volley, delivered almost in their faces, which killed and wounded nearly one-half their number. Temporarily stunned and shocked, they retreated to the foot of the hill. Adjutant Mudge fell dead at the first fire. Col. Underwood, with a terribly shattered thigh, had fallen fatally wounded, it was supposed, close to the hostile works, and among the dead lay many of the regiment's bravest and best; but the survivors were only momentarily repulsed. As soon as possible the shattered line was re-formed, and then, knowing what was before them, the undaunted men climbed once more the deadly steep. This time it was the silent bayonet which did

the work. Up to, over, and into the entrenchments, the boys in blue went resistlessly; the enemy was driven from his works, broken and demoralized, and the stars and stripes waved in triumph. The civil war saw no more heroic charge than this. The men of the Thirty-third had captured a position defended by a superior force, which, according to all military science, should have been impregnable against many times the number of the defenders. The Thirty-third had twenty-four men killed and fifty-three wounded in this engagement."

The regiment took part in the battle of Missionary Ridge, November 25, and formed a part of General Sherman's expedition in the battle of Resaca. The severity of this work may be judged from the fact that this regiment lost two officers and seventeen men killed, and sixty-three wounded. During the spring and summer the regiment was engaged in several skirmishes and engagements, notably those of Cassville and Dallas.

In September, 1864, the regiment was ordered to Atlanta, and was detailed to guard the Confederate prisoners at the military prison on Peach Tree street. While at this place Major Elisha Doane was promoted to lieutenant-colonel, and had command of the regiment. The regimental band, under Israel Smith, gave a number of concerts while in the city that gave great pleasure to large audiences. In November the regiment joined its brigade in Milledgeville and proceeded to camp near Savannah. It participated in the battles of General Sherman's army, and was mustered out of service June 11, 1865. The regiment was accorded a most enthusiastic reception on its arrival in Boston, and was served with a collation in Faneuil Hall.

THE THIRTY-EIGHTH REGIMENT INFANTRY

Was mustered in August 12, 1862, for three years' service; colonel, Timothy Ingraham; lieutenant-colonel, William L. Rodman. The line officers of Company H, when they left the State for the front were: Captain, Thomas R. Rodman, of New Bedford; first lieutenant, Julius M. Lathrop, of Dedham; second lieutenant, Charles C. Howland, of New Bedford. Subsequent officers of this company were: Timothy Ingraham, jr., and Charles F. Shaw as first lieutenants.

This regiment, to which were attached many New Bedford soldiers (Company H was raised in this city), left Lynnfield for the seat of war August 26, 1862, and went into camp at Baltimore, where it remained until November 10. It sailed for New Orleans, *via* Fortress Monroe, December 8, arriving off Ship Island December 13, and on January 1, 1863, it was ordered into camp at Carrollton, four miles from New Orleans. April 9, with the rest of the Nineteenth Army Corps, under Major General Banks, it started on the Western Louisiana campaign. The Thirty-eighth was in the Third Brigade, Third Division, and was under the command of Lieutenant-Colonel Rodman, Colonel Ingraham being in command of the First Brigade, Third Division. The following is an authentic account of the experience of the regiment, its hard marches and continuous fighting, leading to the siege of Port Hudson, in which one of the noblest of our citizens was killed:

"We came upon the enemy, strongly entrenched, at Bisland, on the Bayou Teche, on the afternoon of April 12, when a lively artillery duel commenced, which was kept up until dark. The next morning (13th) our brigade crossed the bayou, and after a day's fight compelled the enemy to evacuate the works, which were taken possession of next morning; and then the pursuit commenced. We had six killed and twenty-nine wounded on the 13th. Among the former was Captain Gault, Company A. We pursued the enemy so closely that we were frequently enabled to prevent the destruction of the bridges, which span the almost innumerable bayous of this section of the country. We arrived at Vermilion Bayou on the 17th and rested one day, during the rebuilding of the bridge across it, and on the 19th we continued our forced march. On the 20th we arrived at Opelousas, where we encamped until May 4, when we started for Alexandria, arriving the evening of the 7th, and remaining there until the 15th; then we started for Semmesport on the Atchafalaya, where we encamped on the 19th. At 10 o'clock on the morning of the 21st we took up our line of march for Port Hudson. We reached the town of Morganza on the afternoon of the 22d, where we immediately embarked on the river steamer *Empire Parish* for Bayou Sara. Here we landed, and the same afternoon, amid a terrible storm, started for Port Hudson. On the 25th and 26th we supported the Eighteenth New York Battery, and protected the bridge builders at Sandy Creek, a few hundred yards from

the extreme right of the enemy's works, when we were relieved by the Third and Fourth Louisiana (colored) and were ordered to rejoin our brigade, preparatory to the grand assault of the 27th.

"In this connection let me remark that the Thirty-eighth had the pleasure of witnessing the admirable behavior of the first colored troops under fire in this war, namely, the Third and Fourth Louisiana, May 26. On the 27th we were ordered to support Duryea's Battery F, First United States, which we did till about 10 o'clock A. M. when we volunteered in a charge with a few regiments of Grover's Division. We charged over ravines and an abattis of felled timber to within about 150 yards of the works, when the severity of the enemy's fire compelled us to seek such cover as we could find. Lieutenant-Colonel Rodman was instantly killed by a sharpshooter, while in the act of giving a command. On the 30th Major Richardson rejoined us and took command, although still unwell. There being some fear of an attack in our rear, the Thirty-eighth, with other troops of our division, were marched out to Clinton, starting on the morning of June 5 and arriving at Clinton the 7th. The heat was so intense that many officers and men were sunstruck, and for that reason the rest of the marching was done by night. The enemy having left, we returned to Port Hudson, arriving on the 9th. On the 14th of June another assault was ordered. The Thirty-eighth and Fifty-third Massachusetts were deployed as skirmishers, and had the advance. We skirmished up into the ditch around the works, and waited for the column of assault, but waited in vain; and we were obliged to remain there all day under a boiling sun. Our loss was: Commissioned officers, one killed and five wounded; enlisted men, seven killed and seventy-seven wounded. Upon the surrender of Port Hudson, July 8, two regiments from each division were ordered to march in and take possession. The Thirty-eighth was selected to represent the Third Division, but during the night the Third Brigade was ordered to Plain's Store, about four miles in the rear of Port Hudson, and we were ordered to go to them, where we remained on picket until the afternoon of the 11th, when we started for Baton Rouge in charge of artillery and baggage. We arrived there early on the morning of the 12th and remained in camp until the afternoon of the 15th, when we embarked on board the steamer *St. Charles* for Donaldsonville, where we remained in camp until the 31st. August 1 we moved

back to Baton Rouge, to the old camp of the Forty-ninth Massachusetts, which was called Camp W. L. Rodman, where we remained until December 9, 1863."

From Lieut. Chas. F. Shaw the following account is obtained: "Marsh 23, 1864, the regiment broke camp and left the city of Baton Rouge, and was transported by boat to Alexandria. Here for a time it was kept busy in drilling, unloading steamers, and on fatigue duty. April 11 the regiment embarked on the *Mittie Stephens* and started on the disastrous Red River expedition. While on this trip the boat was fired on by guerrillas and one man was killed, and Lieut. T. Ingraham, jr., and two soldiers were wounded. The regiment went into camp at Grand Ecore, but remained only a few days, as General Banks's army had met the foe, but the battle had resulted in favor of the Confederates. So, on the 21st of April, preparations were made to evacuate our camps and retreat to Alexandria. April 23 the regiment was fired into by the rebel artillery in crossing Cane River, and later in the day a sharp battle took place while our troops were charging across a field, and in this engagement the regiment lost two killed and eight wounded, among the latter being Thomas E. Bliffins, now residing at Smith Mills. The regiment arrived at Alexandria again on the 26th, and immediately went to work with other regiments in constructing a dam, planned by Lieutenant-Colonel Bailey of the Fourth Wisconsin regiment.

"The water in Red River was at a very low point, and most of our gunboats were hard aground; but by Bailey's fine engineering all our boats were successfully extricated. May 11 we bade farewell to Alexandria and commenced our march toward the Mississippi river. The enemy kept at our heels continually, and another engagement was precipitated at Mausura on the 16th. This battle was essentially an artillery duel, and proved to be the finest military spectacle seen in the Department of the Gulf during the war. May 20 the regiment marched to Semmesport, and for nearly two months suffered the intense heat of a Louisiana summer in camp, near Morganza. July 3 the regiment embarked on board the steamer *City of Memphis*, and the next day, July 4, landed at Algiers (opposite New Orleans), went into camp and remained until the 20th. On that day it embarked and steamed out of the Mississippi into the Gulf of Mexico. July 28 the steamer arrived at

Fortress Monroe and, a few days after, the troops were transported to Washington and thence went by rail to Harper's Ferry. During the autumn of 1864 the regiment participated in all the engagements in the Shenandoah Valley under the leadership of that intrepid general, Sheridan, and in this campaign saw more real fighting than ever before. On the 19th of October, made memorable by Sheridan's ride, the regiment lost heavily, and performed its share in turning a rout in the morning to a decided victory in the afternoon. During the campaign in the Shenandoah Valley the regiment suffered a loss of 120 men. In January, 1865, the regiment embarked on a transport, the destination of which proved to be Savannah. During the balance of the service it performed garrison and fatigue duty at Newbern, Morehead City, and Goldsboro, N. C."

The Thirty eighth Regiment was engaged in the following battles: Bisland, Port Hudson, Cane River, Mausura, Opequan, Fisher's Hill, and Cedar Creek.

May 4, 1865, the Thirty-eighth went into camp again at Savannah. Here it remained until June 30, and, the war being over, it embarked on the steamship *Fairbanks* for home, arriving at Boston July 6. It went into barracks on Gallup's Island, and on the 13th was paid off and discharged from the service. By invitation of the city of Cambridge, where companies A, B, and F belonged, the regiment visited that place and received a most gratifying reception and ovation.

Reception of Veterans.[1]—"The returned members of Company H, Thirty-eighth Massachusetts Regiment, whose names we give below, received a hearty welcome upon their arrival home last evening. They were escorted from the north depot by the City Guards, preceded by the New Bedford Massachusetts band, with members of the celebrated band of the Thirty-third Regiment resident here, and these, preceded by a cavalcade of citizens, marched to City Hall square. Here were collected the children of the public schools, with their several drum corps, their pretty banners, and a liberal supply of bouquets. Clustered upon the steps and in the space in front of the hall, with their neat uniforms and showy banners, the gilded mottoes upon which glistened in the setting sun, they formed a most pleasing spectacle. As the veterans approached,

[1] From the New Bedford *Mercury*, July 14, 1865.

handkerchiefs were waved by the children, and when the former halted in front of the hall, they were greeted with hearty cheers and a shower of bouquets from the little ones, who then sang, to the grand "Old John Brown" tune, the song of welcome composed by James B. Congdon, esq., for the celebration on the 4th. Cheers followed from the children and from the throngs of citizens with which the entire square was packed, when the soldiers retired to the Guards' armory, laid aside their arms, and then partook of a collation at the dining-rooms of Messrs. Wing & Brockway. They subsequently assembled in the armory, and after hearty cheers for Lieutenant Shaw and their old commander, Captain Rodman, they retired to their homes."

The following are the names of the returned veterans:

New Bedford.— Lieut. Charles F. Shaw, commanding; Sergeants Benjamin Hillman, Henry Hillman; Corporals John P. Brenning, Gilbert M. Jennings; Privates Thomas Lapham, James F. Edgerton, George S. Howard, Matthias H. Johnson.

Acushnet.—Sergeant George D. Bisbee; Privates A. E. H. Brooks, Orrin D. Perry.

Westport.—Peleg S. Borden.

Sandwich.—Corporal N. H. Dillingham.

Falmouth.—Sergeant George W. Swift; Corporal Reuben E. Phinney; Privates John B. Crocker, Henry O. Davis, Leonard Doty, Perry W. Fisher.

Fairhaven. —Private Thomas Nye.

Middleboro.—Private James C. Reed.

Capt. Albert F. Bullard, of Company E, of New Bedford, returned with Company H.

The following members of Company H were wounded during their term of service: George F. Lincoln, Luther P. Williams, Albert F. Ballard, T. Ingraham, jr., Isaiah B. Bullock, Thomas E. Bliffins, James N. Parker, George D. Bisbee, Benjamin Hillman, Perry W. Fisher, William Phillips. Killed in action or died of wounds: Lieutenant Colonel Wm. Logan Rodman, Joseph H. Bly, Alonzo W. Leach, Augustus E. Foster, Silas C. Kenney, J. M. Lathrop. Taken prisoners: Henry Hillman, also wounded; Otis B. Phinney, Matthias H. Johnson, George W. Swift, also wounded; Peleg S. Borden, Arthur E. H. Brooks,

George Crabtree, Levi Pittsley, Edwin R. Pool, died in hands of the enemy, and Patrick Honan, all captured October 19, 1864, except the last. Deaths from disease: Leander A. Tripp, Peter C. Brooks, George E. Hawes, Bartholomew Aiken, William Bentley, Hiram B. Bonney, Samuel E. Dean, Timothy F. Doty, John Dunlap, George W. Fish, Jehiel Fish, James Holmes, Benjamin Jenks, Ezra S. Jones, Shubael Eldridge, jr., Charles G. Kempton, Horace E. Lewis, Walter T. Nye, Jason S. Peckham, William Pittsley, Joshua Roach, James Ryan, John W. Phipps. Received commissions: J. M. Lawton, jr., Edward J. Anthony, as lieutenants in the colored troops; Edward Bealy, as captain in Louisiana Cavalry; Albert F. Bullard, as captain Company E, Thirty-eighth Massachusetts; Elijah Swift, as quartermaster of regiment; George A. Fletcher, as lieutenant in another regiment; Charles F. Shaw, as first lieutenant in Company H, Thirty-eighth Regiment.

THIRD REGIMENT INFANTRY M. V. M.

Of this regiment, Companies E, F, and G were from New Bedford. This regiment, which had rendered three months' service at the beginning of the war, under Colonel Wardrop, was again recruited for nine months, in October, 1862, under Col. S. P. Richmond.

The following New Bedford men were attached to his staff: Lieut.-Col. James Barton, Quartermaster Bethuel Penniman, jr., Sergt.-Major, Joseph E. Nye, Quartermaster-Sergt. Theodore A. Barton.

Company E—Captain, John A. Hawes; first lieutenant, Wm. E. Mason; second lieutenant, James L. Sharp; sergeants, Daniel A. Butler, Joseph E. Nye, Charles H. Tobey, James C. Hitch, Isaac A. Jennings; corporals, John H. M. Babcock, Francis Herley, George R. Paddock, Alexander M. Brownell, Frank H. Kempton, Henry H. Potter, Franklin K. S. Nye, Sylvester C. Spooner.

Company F.—Captain, George R. Hurlburt; first lieutenant, William H. Allen 3d; second lieutenant, Jonathan W. Davis; sergeants, Patrick Canavan, James H. Williams (Dartmouth), Frederick A. Plummer, Joseph C. Brotherson, Charles H. Walker; corporals, Charles A. Gould, James Smith (Edgartown), Zacheus H. Wright (Acushnet), Andrew Dexter, John H. Ricketson (Dartmouth), Frederick Hoffman, C. W. Cleaveland (Edgartown), Henry Kohn.

Company D.—Captain, William S. Cobb; first lieutenant, Henry W. Briggs; second lieutenant, James L. Wilbur; sergeants, Charles West, William H. Chase, John W. Look, Abel Soule, Roland W. Snow; corporals, Simeon Webb, Thomas H. Hammond, William G. Hammond, Andrew Potter, William Eldredge, John L. Flynn, George W. Perry, Ira P. Tripp.

The organization of the regiment was completed at Camp Joe Hooker, Lakeville, and it left for Boston October 22, 1862, where it embarked on transports *Merrimac* and *Mississippi* for Newbern, N. C., October 29. The men were supplied with Austrian rifled muskets. These arms were of poor quality, and much dissatisfaction was felt because of it. The regiment was at once put to drilling, and entered upon its nine months' service. It performed picket duty at Newport barracks and at Batchelor's Creek No. 1. in November, and December 11 it joined the expedition for Goldsboro, N. C. The troops were gone eleven days and marched a hundred and fifty miles. They participated in the battles of Kinston, Whitehall and Goldsboro, and were authorized by General Foster to inscribe these names and dates of the battles on their banner.

They performed efficient service in the last-named battle, and received compliments from their brigade commander "for their bravery in tearing up the railroad track while under fire, and their steadiness in supporting Belger's and Morrison's batteries while repelling the brilliant charge of the rebels under General Pettigrew, and also for its coolness while re-crossing the creek, which had been flooded by the rebels." Although the regiment was under fire for several hours during the day, yet it was miraculously fortunate, its loss being but six men killed.

January 14, 1863, the Third Regiment M. V. M. was attached to Col J. Jourdan's brigade, with which it continued during its term of enlistment. It gained a high reputation for excellence in discipline and drill, and received the compliments of its division and corps commanders. General Foster says: "The Third Massachusetts Regiment always obeys orders, and performs all its duties promptly and without grumbling." Camp Jourdan was located near Newbern, and it was, by reason of the diligence and persistence of this regiment, pronounced by the medical director "one of the cleanest, prettiest and most healthy camps near Newbern, although formerly considered a very unhealthy

locality." This regiment was engaged constantly in reconnoissances, expeditions and marches, and the names of Deep Gully, Fort Anderson, Neuse River, Washington, N. C., and Blount's Creek represent some of the places at which they did excellent service.

When the term of enlistment expired the regiment was escorted to the station at Newbern by the One Hundred and Fifty-eighth New York Volunteers, preceded by the band of the Forty-sixth Massachusetts. General Foster and Colonel Jourdan honored the column by a standing review.

In Boston the regiment received a most cordial reception, and was welcomed at the State House by Adjutant-General Schouler. June 22, 1863, it was mustered out of service at Camp Joe Hooker. The official record says: "During the campaign the regiment was transported by steamers and railroad more than 2,000 miles, and marched more than 400 miles over the swampy roads of North Carolina, most of it being done during the most inclement season. It bivouacked upon the ground, without shelter, when the water froze in canteens, and also marched when the thermometer averaged 107 degrees in the shade. During a portion of the time more than 200 men were furnished for extra duty as mechanics, and a number were detailed as overseers of 'contrabands' and others."

FORTY-FIRST REGIMENT MASSACHUSETTS VOLUNTEERS.

The organization of the Forty-first Regiment of Massachusetts Volunteers, of which Company A was raised in New Bedford, in August, 1862, was completed November 1, 1862, and the regiment was that day mustered into the service of the United States for three years or for the war. Company A was largely composed of New Bedford men, and was officered as follows when it left the State: Captain, John F. Vinal; first-lieutenant, James W. Hervey; second lieutenant, Eliphalet H. Robbins. The regiment went into camp at Lynnfield, Mass., until, August 27, when it moved to camp E. M. Stanton, at Boxford, Mass. It remained there until November 4, 1862, when it proceeded to New York City, with orders to report to Major-General Banks; and it then went into quarters at Park Barracks, located on the site of the present

post-office. November 13 the regiment was transferred to Camp Banks, on the Union Race Course, Jamaica, Long Island, and remained there until December 3. December 4, 1862, it embarked on the steamer *North Star*, having on board General Banks and staff, and after a pleasant voyage arrived at New Orleans December 15. The next day it proceeded up the river, arriving at Baton Rouge on the 17th, followed by seven other ocean steamers, transports for the expedition, and six gunboats. After a few shells had been thrown from the iron-clad *Essex*, the rebels fled and the various regiments landed, under command of General Grover (General Banks having remained at New Orleans), and occupied the city. February 1 Captain Vinal was promoted to major, and First Lieutanant Hervey was placed in command of Company A. The regiment, besides garrison and picket duty, made several excursions into the rebel lines, destroying bridges and meeting with stubborn resistance from the enemy. On the 28th of March Grover's Division, to which the Forty-first was attached, proceeded by steamer to Donaldsonville, and from there marched through the La Fourche country *via* Thibedeaux, Terre Bonne and Bayou Boeuf to Brashear. After remaining here from April 4 to April 9, the regiment went by steamer *Arizona* across Grand Lake, and reached the bay of Indian Bend at noon of the 13th. The Forty-first was soon engaged with the enemy's pickets, and the firing lasted until dark. On the 14th it was engaged in battle at Irish Bend. It participated in the raid on Avery's Island, Bayou Petit Anse, and assisted in the destruction of the salt-works and in corralling a large number of horses from the enemy.

On April 20 Grover's Division reached Opelousas, having marched from Baton Rouge, 300 miles. Here it performed provost duty, and confiscated a sufficient number of horses from the residents of that territory to mount the entire regiment. When it moved, May 11, to Barre's Landing, horse equipments were furnished, and the command was thenceforth known as the Forty-first Mounted Rifles. The official record says: "During the month it was on duty at Opelousas and Barre's Landing, it collected and sent to New Orleans *via* Brashear upwards of 6,000 bales of cotton, large quantities of sugar, molasses, and other products of the country, and at least 10,000 contrabands (men, women,

and children), to work the government plantations in the La Fourche country. This regiment set all the corn-mills in operation, thus furnishing large quantities of meal to the troops and inhabitants, and feeding the contrabands. It established a free market for the benefit of the poorer inhabitants, reopened the printing-office, and issued a daily paper. The regiment left Barre's Landing May 21, in advance of a wagon-train five miles long, and an immense number of contrabands. The flanks and rear were covered by seven regiments of infantry and a section of artillery, Colonel Chickering commanding the column. About 7 o'clock P. M., May 25, near Franklin, the rear guard with the train was attacked by about 2,500 Texas cavalry and 2,000 infantry. Two or three companies of the Forty-first, including Company A, with a section of Nimm's Battery, were sent to assist the rear guard. After a struggle of about two hours, the rebels were repulsed.

The march to Berwick City occupied five days. Thence the regiments were forwarded to General Banks at Port Hudson, early in June. Here the Forty-first was transformed into a permanent mounted regiment, June 17, by special order No. 144, and for the rest of its service was known as the Third Massachusetts Cavalry. The regiment was retained at Port Hudson for the remainder of the year 1863 and was engaged in collecting forage and in such service as belonged to a force of cavalry. On the 7th of January, 1864, the Third went to New Orleans and remained there until about March 1, when it left the city to participate in the Red River expedition, and was assigned to the Fourth Cavalry Brigade, Colonel Dudley commanding. The regiment reached Brashear on March 18, and on the 21st engaged the enemy at Henderson's Hill. The month of April brought vigorous work, frequent encounters, and severe fighting with the enemy. The official account says that on the 12th it escorted a flag of truce with three wagons loaded with supplies for the Federal wounded within the Confederate lines; that after the Union army had fallen back to Grand Ecore, where it remained till the 21st, the regiment, for several days following, skirmished and fought, driving the enemy before it, and clearing the way for the general column. After the battle the Third took post on Henderson Hill, which was held till the Union army had passed. On the 29th it crossed the Red River, and after a march of twenty

miles to the north, it had a sharp engagement with Quantrell's soldiers. In May, after the conflicts at Semmesport and Calhoun Station, it retired with the army of General Banks to Morganza, on the Mississippi.

June 25 the Third Cavalry was again transformed into a regiment of infantry for temporary service, and on July 15 sailed for Fortress Monroe. On July 28 the regiment reported at Chain Bridge and went into camp at Monocacy. September 2, 1864, Maj. John F. Vinal was promoted to lieutenant-colonel. It was on continuous service in the movements of the army of the Shenandoah Valley, and took an important part in the battle of Opequan on September 19. It was part of the front line in the charge that at first pressed back the enemy's forces. Of the 600 men the regiment carried into this battle, it lost 104 officers and men, eighteen of whom were killed. It participated in the final charge on the 22d, that drove General Early from his position at Fisher's Hill. With the rest of the Union army, it pursued the retreating force until Harrisonburg was reached on the 26th, where the regiment went into camp. It assisted in the destruction of Confederate supplies at Mount Crawford on September 29, and took part in the battle at Cedar Creek on October 19, where it lost seventy-seven men killed and wounded. December 26 this regiment went by train to Harper's Ferry, and thence it escorted a quantity of artillery to Remount Camp in Pleasant Valley, Md. The march was made through deep snow that filled the roads, and in weather of intense cold. The regiment went into winter quarters till February 18, 1865, when it was again remounted, resuming its character as a cavalry organization. It had continuous duty to perform during the spring campaign at Deerfield Station, Winchester, Jeffersonville, Harper's Ferry and Frederick City. In May the original members of the Forty-first Regiment were mustered out and left for home. The regiment took part in the general review at Washington May 23, and performed further service at Fort Leavenworth, Kan., and Fort Kearney, Neb.

It was mustered out of service in Boston, October 8, 1865, after a continuous service of thirty-five months. The official record says, that "the regiment marched 15,000 miles, and had been in more than thirty engagements". On its regimental flag were inscribed the battles of Irish Bend, Henderson Hill, Cane River, Port Hudson, Sabine Cross Roads,

Muddy Bayou, Piny Woods, Snag Point, Bayou de Glaize, Yellow Bayou, Opequan Creek, Fisher's Hill, and Cedar Creek. In the course of its long and arduous service it had received high commendation for good discipline and gallantry in action from many eminent commanders, under whom it had the honor to serve. Among these may be mentioned Major-General Banks, Sheridan, A. T. Lee, Grover, and Emory.

THE FORTY-SEVENTH REGIMENT,

Company D of which was largely composed of New Bedford men, was recruited for nine months' service through the efforts of Lucius B. Marsh, a well-known citizen of Boston, in the fall of 1862. In November it went into camp at Readville, and on the 29th was ordered to join the Banks expedition, then being organized in New York. It went into camp on Long Island, and December 21 sailed in the steamer *Mississippi* for New Orleans. At this time Austin S. Cushman was major of the regiment, and the following were the officers of Company D: Captain, Joseph Burt, jr.; first lieutenant, William H. Topham; second lieutenant, Samuel G. Blaine.

On its arrival the regiment reported to General Banks, January 1, 1865, at New Orleans; thence to Carrollton, where it reported to Gen. W. T. Sherman. On January 11 it was ordered to proceed to the United States barracks at New Orleans. The companies of this regiment were occupied in special guard duty, being detailed to various points during the term of service. In March, 1863, the detached companies were united again, and were ordered to the Metaire Race-course. Colonel Marsh commanded the post. While at this point the New Bedford company, together with that belonging in South Boston, crossed Lake Ponchartrain and captured a steamer, a schooner, and other property, including a quantity of cotton. May 19 the regiment was sent to Camp Parapet, and was occupied in the long line of defenses. A company of negroes was recruited, which was the nucleus of the Second Louisiana Regiment, and which was soon filled. Its officers were drawn from the Forty-seventh, the enlisted men being furnished from the contraband camp. The Forty-seventh Regiment was on duty at Camp Parapet during the famous siege of Port Hudson. Its term of service

having expired, it came home by way of Cairo, Ill., reaching Boston August 18, 1863. It was accorded a generous welcome, and went into camp at Readville. The men were furloughed till September 1, when they were mustered out of service.

FIFTY-FOURTH REGIMENT INF. M. V.

Of this regiment Robert G. Shaw was colonel, and one of its companies, C, was raised in New Bedford. This regiment was the first composed of colored soldiers which was raised in the State. It left for the seat of war May 28, 1863. It made a famous record; and its regimental banner is emblazoned with the follwing named engagements: Fort Wagner, and the several engagements before Charleston, Olustee, James Island, Honey Hill, and Boykin's Mills. Company C was recruited in New Bedford with the following officers: Captain, James W. Grace; sergeants, William H. W. Gray, Wesley Furlong, William H. Carney, Warton A. Williams, George H. Lee; corporals, James H. Buchanan, George Delevan, David S. Fletcher, James H. Gooding, William D. Kelly. The regiment continued in faithful service to the government till it was mustered out and disbanded on Boston Common, September 1, 1865. It was at the siege of Fort Wagner, July 17, that these colored troops made a noble reputation for bravery and sacrifice, forever silencing the prediction that the negro would not fight. It was at this assault that Color-Sergeant William H. Carney, of New Bedford, performed a brave deed in holding aloft the flag in the fiercest of the fight, and bringing it into camp, proudly saying, "The old flag never touched the ground, boys." This act, acknowledged to be one of the most heroic deeds of the civil war, is recorded in the State documents. In 1889, at the urgent request of the writer, Color-Sergeant Carney wrote a detailed account of the affair. It seems proper that it should appear in this chapter. He has added so much interesting material regarding the formations of Company C and of the regiment, that the entire article is herewith presented.

"Early in 1863 there was a strong movement on the part of the governor of Massachusetts, John A. Andrews, to raise a regiment of colored soldiers. The citizens of New Bedford, both white and colored, were

glad of the opportunity, and went earnestly to work in order to aid the governor in accomplishing his object. Before he had been officially authorized by the United States government to raise the regiment, New Bedford was actively at work to do her part by organizing a company. A meeting having been held by the citizens, and the subject thoroughly discussed, a soldier, Colonel Maggi, by his stirring speech, roused us to a sense of duty and patrotism. Only a few weeks passed, when a public meeting was called in Liberty Hall. This meeting was to see E. M. Hallowell, who came fresh from the field, with his arm in a sling from a wound received in battle. As he came with authority and information from the State Department in regard to recruiting, he was listened to with intense interest. From that meeting the spirit of enlisting was imbibed, and in a few days recruiting was commenced. Down on William street, in the building that was for many years occupied by Tobey & Coggeshall, and which is now on Second street, was where the recruiting was begun, with James W. Grace as recruiting officer, and Dr. John H. Mackie as examining surgeon. Everything being ready the enlistment commenced, and forty-six men were enlisted in New Bedford. I will give the names of these as far as I can: William H. W. Gray, Joseph H. Campbell, George Delevan, Abram Terrants, Joseph Hall, Treadwell Turner, James H. Buchanan, James N. Gooding, Cornelius Heuson, Lewis Fleetwood, George H. Lee, Samuel Layton, Wesley Furlong, John L. Wright, Charles H. Harrison, John Harrison, Nathan Young, Richard Nelson, Abram Conkling, Wanton A. Williams, John Atkins, Alexander H. Johnson, Henry A. Monroe, Charles Guinn, Richard Foster, William H. Carney. March 4 we marched to the station and took the train for Readville, where, with Gen. R. A. Pierce as commander, we were received and quartered. Now we began to realize we were enlisted men, and about to become soldiers. You can imagine a roll of raw recruits, standing guard on a cold March night for the first time, those who were not on duty going to bed in a bunk filled with straw, shivering under one blanket in an unlined barrack. We were extremely susceptible to the change from March 3 to March 4, but March 5 came and found us no longer in citizen's clothes, but in the blue trousers and coats, with fatigue caps. For the reveille, roll call, breakfast, for all these things we had to fall in and out. In this

way we passed the time at Readville until May, interspersed with squad, company, and battalion drill; then we were ordered to Boston to embark for South Carolina.' Having arrived at Hilton Head, we were ordered up the river to Beaufort, S. C. We were here only a few days, however, before we were ordered to St. Simon's Island. Upon arriving there we found it deserted by all but one man, and we took charge of him. From here we made a successful raid to Darien, capturing a lot of supplies—vessels loaded with cotton and cattle—and the city itself. Thence we proceeded to James Island, S. C., staying only four days, during which time we were engaged with the rebels and successfully repulsed them. Thence to the charge and attack on Fort Wagner. On the 18th of July, 1863, about noon, we commenced to draw near this great fort, under a tremendous cannonading from the fleet, directed upon the fort. When we were within probably a thousand yards of the fort, we halted and lay flat upon the ground, waiting for the order to charge. The brave Colonel Shaw and his adjutant, in company with General Strong, came forward and addressed the regiment with encouraging words. General Strong said to the regiment: 'Men of Massachusetts, are you ready to take that fort to night?' And the regiment spontaneously answered in the affirmative. Then followed three cheers, proposed by General Strong, for the regiment; three cheers for Colonel Shaw; three cheers for Governor Andrew and Massachusetts, and three cheers for General Strong. We were all ready for the charge, and the regiment started to its feet, the charge being fairly commenced. We had got but a short distance when we were opened upon with musketry, shell, grape and canister, which mowed down our men right and left. As the color-bearer became disabled, I threw away my gun and seized the colors, making my way to the head of the column; but before I reached there the line had descended the embankment into the ditch, and was making its way upon Wagner itself. While going down the embankment our column was staunch and full. As we ascended the breastworks, the volleys of grapeshot which came from right and left and of musketry in front, mowed the men down as a scythe would do. In less than twenty minutes I found myself alone, struggling upon the ramparts, while all around me were the dead and wounded, lying one upon another. Here I said, 'I cannot go into the fort alone,' and so I

halted and knelt down, holding the flag in my hand. While there, the musket-balls and grapeshot were flying all around me, and as they struck, the sand would fly in my face. I knew my position was a critical one, and I began to watch to see if I would be let alone. Discovering that the forces had renewed their attack farther to the right, and the enemy's attention being drawn thither, I turned and discovered a battalion of men coming towards me on the ramparts of Wagner. They proceeded until they were in front of me, and I raised my flag and started to join them, when, from the light of the cannon discharged on the fort, I saw that they were enemies. I wound the colors round the staff and made my way down the parapet into the ditch, which was without water when I crossed it before, but was now filled with water that came up to my waist. Out of the number that came up with me there was now no man moving erect, save myself, although they were not all dead, but wounded. In rising to see if I could determine my course to the rear, the bullet I now carry in my body came whizzing like a mosquito, and I was shot. Not being prostrated by the shot, I continued my course, yet had not gone far before I was struck by a second shot. Soon after I saw a man coming towards me, and when within halting distance I asked him who he was. He replied, 'I belong to the One Hundredth New York,' and then inquired if I were wounded. Upon my replying in the affirmative, he came to my assistance and helped me to the rear. 'Now then,' said he, 'let me take the colors and carry them for you.' My reply was that I would not give them to any man unless he belonged to the Fifty-fourth Regiment. So we pressed on, but did not go far before I was wounded in the head. We came at length within hailing distance of the rear guard, who caused us to halt, and upon asking who we were, and finding I was wounded, took us to the rear and through the guard. An officer came, and after taking my name and regiment, put us in charge of the hospital corps, telling them to find my regiment. When we finally reached the latter the men cheered me and the flag. My reply was, 'Boys, the old flag never touched the ground.' I delivered it from my own hands to the officer in charge. The limits prescribed for this paper would be exceeded if any account of the remaining forty-eight days of the heroic strife on Morris Island were attempted. The truest courage and determination were manifested on both sides on

that day at Fort Wagner. There was no longer a question as to the valor of northern negroes. The assault on Fort Wagner completely removed all prejudices in the department. General Gillmore issued an order forbidding all distinction to be made among the troops in his command, so that, while we lost hundreds of our numbers, we nevertheless were equal in all things save the pay. However, while the government refused to pay us equally, we continued to fight for the freedom of the enslaved, and for the restoration of our country. We did this, not only at Wagner, as has been seen, but also in the battles on James Island, Honey Hill, Olustee, and at Boykin's Mill."

February 26, 1863, New Bedford was honored with the presence of the war governor, John A. Andrew, and General Wool. A public reception was given the distinguished guests in the City Hall, and hundreds of citizens paid their respects.

In March State aid was directed to be paid to the families of colored citizens who should be mustered into the service of the United States. This act of justice brought assistance to many families in the city which were represented in a number of companies of colored soldiers in the army.

In May $1,000 was authorized to be expended in raising a company of heavy artillery.

Among the local events that are recorded during 1863 was the discharge of a watchman, July 15, "for using seditious language." State aid was ordered to be paid to the families of all drafted men. Bells were rung and artillery salutes fired on the day of public thanksgiving, August 6.

New Bedford suffered great losses in her maritime pursuits in the American Revolution and in the war with England in 1812, as has been shown in previous pages. She again, and for the third time, had her whaling fleet swept from the seas and the pursuit of this industry seriously checked by the rebel cruisers. The *Alabama* in particular made sad havoc in our fleet, and many of our best ships were destroyed. Just how serious this was may be judged from the fact that, of the forty-six vessels destroyed, twenty-five of them belonged in this port, and two in Fairhaven; that the estimated value of the whale ships destroyed by rebel cruisers was $1,150,000, and of the oil $500,000, making a total

of $1,650,000. The following is the list of ships destroyed, belonging in New Bedford, and the amounts of the cargoes:

1862.—Ship *Benjamin Tucker*, 350 barrels of sperm oil; bark *Eben Dodge*, bark *Elisha Dunbar*, ship *Levi Starbuck*, bark *Virginia*.

1863.—Bark *Lafayette*, 750 barrels of sperm oil; bark *Nye*, 350 barrels of sperm and 150 barrels of whale oil.

1864.—Bark *Edward*, 100 barrels of whale oil; bark *Golconda*, 103 barrels of sperm and 659 barrels of whale oil.

1865.—Bark *Abigail*, 30 barrels of sperm oil; bark *Brunswick*, 200 barrels of whale oil; bark *Congress*, 360 barrels of whale oil; ship *Euphrates*, 200 barrels of whale oil; bark *Gypsy*, 320 barrels of sperm and 50 barrels of whale oil; ship *Hector*, 275 barrels of sperm oil; ship *Hillman*, 200 barrels of whale oil; ship *Isaac Howland*, 160 barrels of sperm and 480 barrels of whale oil; bark *Isabella*, 300 barrels of whale oil; bark *Jireh Swift*, 400 barrels of whale oil; bark *Martha 2d*, 200 barrels of whale oil; ship *Nassau*, 100 barrels of whale oil; bark *Nimrod*, 110 barrels of whale oil; ship *Sophia Thornton;* bark *Waverly*, 50 barrels of sperm and 400 barrels of whale oil; ship *William Thompson*, 250 barrels of whale oil, making a total of twenty-five vessels belonging to New Bedford, and 2,742 barrels of sperm and 4,150 barrels of whale oil.

An indication of the damage inflicted on New Bedford by the civil war may be seen in the statistics given: Valuation in 1860, $24,196,138; in 1865, $20,525,790. This diminution was largely due to the effect of the war upon the whaling industry.

Company B of the Third Regiment of Heavy Artillery was raised in New Bedford in the spring of 1863, and with eight other companies was mustered into service for garrisoning the forts on the coast of Massachusetts. This company (Sixth unattached) was officered as follows: Captain, John A. P. Allen; first lieutenants, T. Washburn Cook, William Cook; second lieutenants, Edwin Dews, Frederick S. Gifford. With other unattached companies in Massachusetts, it was given a regimental organization under the name of the Third Regiment of Heavy Artillery, and in the fall of 1864 was ordered to report at Washington for duty in that city's defenses. Captain Allen was promoted to major, and later to lieutenant-colonel, October 13, 1864. The command of

Company B was then given to Edwin Dews, who had been promoted to captain. It did faithful service in garrison duty in the various forts surrounding the capital city, and as the record reads, "executed well the duties which came to it." Captain Dews commanded the company until it left the service. T. Washburn Cook was commissioned captain and assigned to another company.

New Bedford was well represented in the Fourth Cavalry, organized February 12, 1864. Company B was largely composed of New Bedford men. Its officers, when the regiment left the State, were: Captain, George R. Hurlburt; first lieutenant, Joseph C. Brotherson; second lieutenant, James E. Mulligan. Several members of Company K were from New Bedford. Company M was in command of Capt. Lucius H. Morrill, of New Bedford, and William T. Soule was second lieutenant. The regiment sailed in March on the steamer *Western Metropolis* for Hilton Head, S. C., and in May returned to Fortress Monroe and reported to General Butler. It entered upon service in the Army of the James, participating in the unfortunate battle of Drury's Bluff, May 9 to 16. In June it took part in the operations of the cavalry against Petersburg and Richmond.

During the year 1865 the companies of this regiment were widely scattered. Captain Hurlburt's company was in the Department of the South, with headquarters at Vienna, Va. It was in several engagements in Picolata Road, Fla., in February, and at Manning, Quigley's Mills, Swift Creek, Camden, Waterbury and Deep Creek in the month of April.

In the spring, Company M, Captain Morrill, with Companies I and L, under the command of Colonel Washburn, was stationed with General Ord at the headquarters of the Army of the James, and it fell to their honor to participate in one of the most important achievements of the war. April 6th this force, numbering thirteen officers and sixty-seven men, was sent to the support of two regiments in holding High Bridge, eighteen miles from headquarters at Burkesville. It was of the greatest importance that this point should be held, for it was feared that the enemy would cross the Appomattox. The following account is given of this affair: "The expedition was commanded by Brevet-Brigadier General Theodore Read, of General Ord's staff. Leaving the infantry

at the bridge, which was reached about noon, the cavalry pushed on some two miles further, till they met a superior force of Confederate cavalry with artillery. Falling back to the bridge, Colonel Washburn found the infantry there already attacked by the cavalry advance of Lee's army, under Generals Rosser and Fitz Hugh Lee, and, with a bravery worthy of all renown, the gallant band delivered battle against the overwhelming odds. Twice did the cavalry cut its way through the surrounding hosts, but the infantry could not escape, and the third time did Colonel Washburn hurl his handful against the enveloping lines. During the struggle that ensued that noble officer was mortally wounded. General Read had been killed, and eight of the twelve officers of the Fourth engaged, were killed or wounded."

But the importance of the delay which the heroic sacrifice had secured can scarcely be over-estimated; it had enabled General Sheridan and the Sixth Corps to fall on the Confederates' rear guard and to practically destroy it at Sailor's Creek; and General Ord to have his battalions within striking distance of the escaping army. The little band of the Fourth Cavalry had been almost annihilated. Captains Hodges and Goddard and Lieutenant Davis were killed outright, but the survivors knew that their daring had much to do with the final surrender of Lee's entire army, less than three days after.

The various detachments of the regiment were gathered at Richmond at the close of hostilities, where they remained during the summer and autumn. They were mustered out of service November 14, 1865.

FIFTY-EIGHTH REGIMENT OF INFANTRY, M. V.

The organization of this regiment was completed in April, 1864, and it was the last infantry regiment mustered into the national service for three years. It was largely composed of men who had already seen service during the civil war. Company E was raised in New Bedford, and the following were its officers when it left the State for the front. Captain, William E. Mason; first lieutenant, Charles A. Tobey; second lieutenant, Allen Almy. The regiment was under the command of Lieut.-Col. John C. Whitton. The major was Barnabas Ewer, jr., and the quartermaster, Theodore A. Barton. It left Readville April 28, and

reached Alexandria, Va., two days later. On May 2, having dispensed with surplus baggage, the regiment took the cars for Bristow Station, where it was assigned to the First Brigade, Second Division, Ninth Corps, under Gen. A. E. Burnside. On May 4 the forward movement was begun; the troops marched twenty miles and were much exhausted. The next day Rappahannock and Rapidan Rivers were crossed, and a much longer distance was covered, though many of the men fell out by the way.

On May 6 the command reached Wilderness Tavern, joined with the Third Division under General Wilcox, and moved forward to fill the gap between the right and left wings of the Union army. An engagement ensued with the enemy, entrenched on the opposite side of a swampy ravine. The Fifty-eighth lost seven killed and twenty-three wounded.

This regiment took part in many severe engagements in the battles of Spottsylvania and North Anna, and lost many men. On June 3 the Fifty-eighth moved forward and joined the assault on the Confederate lines at Cold Harbor. The account says: "Through a deadly fire it advanced to within fifty yards of the hostile works, where the men with bayonets and tin cups threw up slight defenses of earth, being ordered to maintain the position at all hazards. They did this during the day, though at a heavy loss, eighteen being killed and sixty-seven wounded." Among those killed was Maj. Barnabas Ewer, of Fairhaven. The regiment was continually on duty and in action till the close of operations before Cold Harbor, June 12.

In the Battle of the Crater, July 30, the Fifty-eighth was assigned to assist in the charge on the exploded fort and the capture of a battery. The attempt proved disastrous; many of the Union troops were made prisoners. The Fifty-eighth alone lost five killed, thirty wounded and eighty-four captured. In September it crossed the Weldon Railroad, and joined in the battle of Poplar Spring Church, in which nearly the entire regiment was captured by the enemy. It was recruited and rendered still further service at Forts Mahone and Sedgwick. It took part in the grand review, May 23, 1865, in Washington, and was mustered out of service at Readville, July 26.

Few regiments of the Union army did more loyal service, or lost more severely than did the Fifty-eighth. It bears on the regimental

colors the names of Wilderness, Spottsylvania, North Anna, Cold Harbor, Petersburg, Weldon Railroad, Poplar Spring Church, Fort Sedgwick, Fort Mahone.

The Fifteenth unattached company of infantry was raised in New Bedford and mustered in for 100 days' service July, 29, 1864. Its officers were: Captain, Isaac C. Jennings; first lieutenant, Henry H. Potter; second lieutenant, Thomas J. Gifford. It served in the forts along the coast of the State and at other points where needed in its defense. The company was mustered out of service November 15, 1864.

The news of the signing of the emancipation proclamation by Abraham Lincoln was received in New Bedford with manifestations of great joy. The church bells were rung and a hundred guns fired in honor of this event. A public meeting was held in Liberty Hall on the afternoon of February 22, 1865, James B. Congdon presiding, and congratulatory speeches were made by Rev. Messrs. Goodwood, Quint and Thomas, Hon. Rodney French, of this city, and Rev. J. Stella Martin, of New York. The surrender of General Lee and the downfall of the Southern Confederacy was announced to this community by the clanging bells and the roar of artillery at 5 o'clock on the morning of April 10. The unusual hour led many of the citizens to suppose that a fire was in progress, and, like their ancestors in the War of 1812, they were anxious in their inquiries as to its location. Their fears were soon turned into joy, and the city was wild with excitement at the glad tidings. Business was suspended, schools closed, public and private dwellings and the shipping in the harbor were decorated with flags and bunting. All day long the bells were rung, and the artillery discharged its booming notes of thanksgiving. The New Bedford Band was stationed at an early hour on City Hall square and for hours entertained the citizens with national airs. Throughout the day and evening the city was alive with demonstrations of satisfaction and delight, because of the victory of our arms and the approach of peace.

A few short days and the city was turned from its condition of ecstatic joy to that of deepest sorrow. The tolling bells that awoke the people from their slumbers on the morning of April 15 heralded the mournful news of the assassination of President Abraham Lincoln.

The City Council passed a series of resolutions in regard to this sad event, which, it is believed, were the first adopted by any municipal organization. They were as follows:

APRIL 15, 1865.

WHEREAS, It has been permitted in the workings of a mysterious Providence, that Abraham Lincoln, the President of the United States, should fall by the hand of an assassin, and

WHEREAS, The murderer's dagger has struck down William H. Seward, the Secretary of State, next to the President the most exalted and important officer of the government, and we are prepared at any moment to hear that he is no more; therefore,

Resolved, That an agony of sorrow that finds no relief but in the deep conviction that the Lord God Almighty liveth and reigneth, and that He is still the refuge and support of His people, has taken possession of our souls and bows us down to the dust with its awful and overwhelming reality.

Resolved, That in view of the exalted virtues and eminent public services of Abraham Lincoln, his wisdom, his firmness, his unassuming piety, and unswerving adherence to the great principles of universal liberty; the masterly statesmanship and inspiring confidence which he has exhibited during the fearful struggle in which our country has been engaged, and which, with the help of God and a devoted people, he had brought so near to a triumphant termination; we deplore, with intensity of emotion which finds no language for its adequate expression, the loss of this great and good man, of this faithful and devoted public servant.

Resolved, That while we bow submissively before the Sovereign Disposer of events, and seek, with this great calamity upon us, for the consolation which flows from the conviction "that He doeth all things well;" while we weep manly tears at the loss of our greatest public benefactor, of our dearly beloved and venerated Chief Magistrate, and are deeply apprehensive that soon the tidings will reach us that the gifted and faithful Seward has shared his fate, we will nerve our hearts and our hands to meet the crisis this awful event has brought upon our country, and the performance of the high and solemn duties which as men and as citizens of the United States now devolve upon us.

At noonday, April 15, a religious service was held in the North Congregational Chapel. Appropriate addresses were made by Rev. Messrs. A. H. Quint, William J. Potter, Thomas Skinner, and other speakers. The service was one of deep interest and solemnity, and was a fitting expression of grief at this national calamity.

Among the New Bedford men who served in an official capacity in the military service during the civil war were:

Brig.-Gen. Richard A. Pierce, Governor Andrew's staff.

Eighteenth Regiment—Lieut.-Col. Timothy Ingraham, First Lieut.

Sanford Almy, Com.-Sergt. William M. Ingraham, Principal Musician Cyrus A. Vaughan.

Twenty-first Regiment—Lieut.-Col. Albert C. Maggi.

Thirty-third Regiment—Col. Albert C. Maggi, Capt. Peleg C. Sears.

Twenty-ninth Regiment, Co. G—First Lieut. Freeman A. Taber.

Forty-fourth Regiment—Q.-M.-Sergt. Frederick S. Gifford.

Fifty-fifth Regiment—Chaplain William Jackson.

Fifty-eighth Regiment—Q.-M. Theodore A. Barton, First Lieut. Freeman C. Luce, First Lieut. William H. Caldwell; Co. E—William E. Mason.

Sixtieth Regiment—Sergt.-Maj. W. H. Caldwell.

Second Heavy Artillery, Co. F—Lieut. Roland L. Hillman.

Fourth Heavy Artillery—Lieut.-Col. Samuel C. Hart, Chaplain Isaac H. Coe.

Thirteenth Battery—First Lieut. Timothy W. Terry.

Fourteenth Battery—Capt. E. P. Nye.

Sixteenth Battery—Capt. Henry D. Scott.

U. S. Cavalry—Capt Isaac C. Hart.

The city of New Bedford furnished 3,200 men for the war, a surplus of 1,100 over and above all demands. It expended during the four years $125,495.85 for the families of volunteers. It expended on account of the war $177,000 beside the above.

The Soldiers' and Sailors' monument, erected by the city in memory of the citizens who died in the service of their country during the Southern Rebellion was dedicated July 4, 1866. It is located on a commanding site within the city common. The monument was designed by George F. Meacham, of Boston, and is an artistic and beautiful structure. The stone is of Concord granite of superior quality. The inscriptions upon it are as follows:

[North side.]
Navy.

[East side.]
Erected by the City of New Bedford as a Tribute of Gratitude to Her Sons Who Fell Defending Their Country in Its Struggle with Slavery and Treason.

[South side.]
Army.

[West side.]
Dedicated July 4th, 1866.

In the corner-stone were deposited a roll containing, as far as could be gathered, the names of the patriot dead, photographs of distinguished generals, city documents, newspapers, etc. The cost of the monument, fencing and grading the grounds, was $13,300.

The corner-stone was laid with imposing ceremonies on July 4, 1866. A grand procession was formed on City Hall square, Brig.-Gen. Timothy Ingraham, marshal, assisted by Col. Samuel C. Hart, Majs. W. E. Mason and Edwin Dews, Capts. George R. Hurlburt and Frank L. Gilman, assistant marshals. The procession included soldiers, children of the public schools, temperance societies, city officials and a cavalcade of citizens. At the Common the exercises included singing by children, music by New Bedford Brass Band, prayer by Rev. T. C. Moulton, reading of the Declaration of Independence by Master I. C. Cornish, laying of the corner-stone by His Honor, John H. Perry, reading of a poem by James B. Congdon, and an oration by Rev. A. H. Quint, D. D. The eloquent speaker closed his oration with the following words:

"Here, on this sunrise slope, and looking to the free waters, let this column rise. Here, where old men come to rest, let them dwell on the memories of the dead sons. Here, where young men and maidens linger in the evening air, let them remember the heroic men who did their duty and did it well. Here, where the children play on the grassy sod, let them reverently drink in the inspiration of this silent stone, and know that they owe to their country their hearts and their hands. Here, where the children and the widow come to weep, let them feel that their heroes did not die in vain. Here, where the orphan stays to look at the memorial of his father, let him learn to be as heroic, as noble, and as true."

The interesting exercises were closed by the singing of "America" by the audience, and a salute of thirty-six guns by the artillery company. The committee of arrangements for erecting the monument was composed of Aldermen Joseph Knowles and George G. Gifford, Councilmen Austin S. Cushman, William C. Taber, jr. and William T. Smith.

NEW BEDFORD IN THE NAVY.

Glorious were the achievements of the Northern armies in the four years' struggle that resulted in the perpetuation of the unity of the

American States. They have been recorded upon the pages of history that will preserve for future generations their deeds of valor and of suffering in camp and field. The means afforded for the preservation of a record of these events have been so many and so complete that every incident of any importance has been chronicled. The telegraph, supplemented by the accounts daily given by the newspaper correspondents, furnished the latest news of army movements and operations. The newspaper, finding its way into every city, town and hamlet, became the medium that supplied information to the people regarding the boys in blue who represented those communities in the grand armies of the nation.

The very nature of the naval operations during the great struggle rendered it impossible that such frequent and full information concerning them could be obtained. Guarding a coast line of three thousand miles, operating in the gulf and in rivers, the vessels of the United States navy rendered a service that can never, perhaps, be justly appreciated, for the reason that the daily occurrences did not come under the regular surveillance of the telegraph. Because of these conditions the navy has not yet had full credit for its noble part in crushing out the southern rebellion. Time is developing a more just appreciation of, and history may yet record, the fact that the navy deserves to share equally in the glory and success of the nation's preservation.

Let the reader contemplate for a moment the important service rendered by the blockading squadron. At the very beginning of the war blockade-running was for a time a holiday affair; but when the navy department had completed the line of armed vessels that threaded the southern and gulf coasts, this enterprise soon became hazardous and costly to those engaged in it. The operations of the blockade-runners were soon crippled and towards the end of the war were confined to one or two ports. The efficiency of the blockading squadron is seen in the fact, that during the war there were 1,119 prizes captured, including 350 steamers, their estimated value being $30,000,000. A large number of these captured steam vessels were very fast and had been built for the special purpose of running the blockade. They were utilized, when captured, by the government and when armed and equipped were added to the blockading fleet.

Of vastly greater importance to the Union than the captures made by the blockading squadron, was the fact that, by its prompt and efficient formation and operations, it compelled the respect of European powers and thereby defeated the recognition of the Southern Confederacy. Its vigilance deprived the rebels of munitions of war, provisions, clothing, and other necessities from abroad. General Porter says: "It may be well said that without the close blockade which was kept up by the navy, the war might have been carried on indefinitely, while the battles would have been far more bitter and bloody than they were. . . . As long as the Confederacy could be furnished with provisions, clothing, arms, and munitions of war, they could fight on even in a desperate cause, but when the sinews of war were taken from them, they collasped." Who can comprehend the disasters to the cause of the Union that would surely have followed the appearance of the ironclad *Merrimac* in Chesapeake Bay in March, 1862, had it not been providentially met by Ericsson's nondescript *Monitor?* Did not the death throes of the rebellion begin when Farragut, with his fleet, passed the forts in Mobile Bay, thus closing the last and most important base of supplies for the Confederate cause? Pages might be filled with accounts of what the navy did in the civil war, but enough has already been mentioned to indicate the importance of this arm of the service. It remains to show that while New Bedford made a noble and praiseworthy record in the army, she has an equally creditable one in her relations with the navy.

In earlier pages of this work allusion has been made to New Bedford's contributions to the naval service in the American Revolution, and in the War of 1812. True to her loyalty in those national contests, she continued her noble history in the civil war.

New Bedford furnished about 2,000 men for the Union armies, and 1,336 for navy. A large portion of the former went forth from the city in organized companies, and it has been a comparatively easy task to arrange their departures in chronological order. Such is not the case with the sailors who entered the naval service. The records show that enlistments began here with the very commencement of the war. They show that New Bedford men found positions either as officers, engineers, or seamen, in almost every vessel attached to the naval squadron. The names are here given of a few of the many war vessels

on which New Bedford men did service in the civil war: *Cumberland, Mississippi, Genesee, Sabine, Conemaugh, Shenandoah, Portsmouth, St. Lawrence, Black Hawk, Minnesota, Mohawk, Bainbridge, North Carolina, Marion, Vincennes, Dale, Montgomery, Cambridge, Preble, Colorado, Congress, King Fisher, Mohican, Sagamore, Kensington, Kearsarge, Vermont, Aroostook, R. R. Cuyler, Tioga, Sonora, Albatross, Santee, Niphon, Ethan Allen, Pequoit, Susquehanna, Curfew, Hartford, Huron, Nantucket, Kennebec, Canandaigua,* and *San Jacinto.*. Scores of New Bedford seamen are mentioned as serving in the Atlantic, Gulf, Dupont's, Farragut's, Lardner's and other squadrons. Many names appear of officers and seamen who rendered service in the flotillas that operated on the western and southern rivers.

The pages of history are full of stories of brave action and fearless fighting in the navy. The capture of Roanoke Island; the fight between the *Monitor* and the *Merrimac;* the sinking of the *Congress* and the *Cumberland;* the capture of Fort Henry and Fort Donelson; the capture of New Orleans; the battles of Mobile Bay and Fort Fisher—these and many other events during the civil war, were characterized by bravery and heroism worthy of any age.

It seems proper to mention one or two prominent events in which the New Bedford men bore a creditable part. In the famous fight between the *Merrimac* and the *Monitor*, on March 8, 1862, it will be remembered that when the first named vessel made her appearance in Hampton Roads, off Fortress Monroe, there lay at anchor a fleet of wooden vessels of war. Among these were the *Congress* and the *Cumberland.* An authentic account says: "It was a beautiful day, following a storm. The water was smooth and the vessels in the roads swung lazily at their anchors. Boats hung to the swinging booms, washed clothes on the lines; nothing indicated that an enemy was expected, and no one had, apparently, the least idea that the *Merrimac* was ready for service. The utmost ignorance seems to have prevailed in our squadron with regard to her capacity to do harm. . . . As the squadron lay quiet, little dreaming of the danger that was so near, 'three small steamers' were reported to the senior officer at 12.45 P. M., coming around Sewell's Point. It was soon ascertained by her large smoke stack, that one of these vessels was the *Merimac,* and great excitement

prevailed. . . . The *Merrimac* stood straight for the *Congress* and *Cumberland*, and when she was within three-quarters of a mile, the latter vessel opened on her with heavy port guns, closely followed by the *Congress*. Paymaster McKean Buchanan, a brother of the Confederate commander of the *Merrimac*, was an officer of the *Congress;* passing that vessel the *Merrimac* steered direct for the *Cumberland*, the Confederate flag-officer hoping that the *Congress* would surrender on seeing the fate of her consort and that his brother would escape. In passing the *Congress*, the *Merrimac* delivered her starboard broadside, which was quickly returned, and a rapid fire from both vessels was maintained on the ironclad. The *Merrimac*, continuing her course, struck the *Cumberland* at right angles under the fore channels on the starboard side, and the blow, though hardly perceptible on the ironclad, seemed to those on board the *Cumberland* as if the whole ship's side had been smashed in. Backing out, the *Merrimac* put her helm hard-a-starboard and turned slowly while the two Union ships poured in a continuous fire, which apparently fell harmless on the iron plating of the enemy. On the other hand, as the ironclad swung round from the *Cumberland*, the *Congress* lay with her stern to the enemy, which raked her three times fore and aft. In fact, the *Congress* was a mere target for the enemy's shot and shell, with little danger of the latter being injured in return. In the mean time the *Cumberland* was settling in the water from the effects of the great opening in her side, and although it was evident to all on board that the day was lost, and that the ship must inevitably go to the bottom, these brave fellows kept up a rapid fire until driven by the water from the lower deck, when they retreated to the upper deck and continued to fight the pivot guns till the *Cumberland* went down with her colors still flying."[1] "During the whole war," says Admiral Porter, "there was no finer incident than this, and the bravery of the officers and men of the *Cumberland* even won the applause of the enemy." Among the casualties in this contest was the drowning of the following seamen from New Bedford: Michal Milan, James Fuller, John A. Pierce.

One of the officers in charge of those pivot guns was Lieut. William P. Randall, of New Bedford. The account says of the closing moments

[1]Admiral Porter's Naval History.

of this sanguinary conflict: "Of course as long as the *Cumberland* kept up her fire, the enemy returned it, their shells inflicting death on all sides. Those who had escaped from below were decimated by the merciless shot and shell poured into them by the enemy as they stood crowded together on the spar deck. There is little generosity or sentimentality in war; the object is to kill or wound, and this was too favorable an opportunity to be neglected. In the absence of Commodore Radford, Lieut. George N. Morris was in command of the *Cumberland*, and his heroism inspired his crew to the deeds which they performed on that eventful day. Of the *Cumberland* crew 121 were either killed outright, or drowned, while of those saved, a large portion were wounded."

"We reached the deck. There Randall stood:
"Another turn, men—so,"
Calmly he aimed his pivot gun:
"Now, Tenny, let her go."

Brave Randall leaped upon the gun,
And waved his cap in sport;
"Well done. Well aimed. I saw that shell
Go through the open port."

It was our last, our deadliest shot;
The deck was overflown,
The poor ship staggered, lurched to port,
And gave a living groan."[1]

The Norfolk *Daybook*, a rebel paper, in speaking of the fight, said: "The last shot came from her after pivot gun. She sank with her colors flying, a monument to the gallant men who fought her. Would to God they had died in a better cause!"

Thomas Almy, of New Bedford, was acting master's mate on steamer *Wachusett*, and met his death under the following circumstances: The steamer laid off City Point, James River, May 20, 1862. At the time there were no Confederate soldiers in the city. A lady came on board and solicited the services of the ship's surgeon for her mother, who was critically ill. The surgeon responded to the call of humanity, and went ashore accompanied by the paymaster. The boat was in charge of young Almy and awaited the arrival of the surgeon at the wharf. A

[1] By George H. Boker.

company of Confederate soldiers came into the city at this moment, and probably not knowing the circumstances that called them ashore, killed Almy, made the surgeon and paymaster prisoners and sent them to Richmond. They were promptly released by the authorities when made acquainted with the facts.

A thrilling incident connected with the battle of Mobile Bay, April 5, 1864, was the sinking of the monitor *Tecumseh.* She was struck by a torpedo and went down almost instantly, carrying with her the larger portion of her officers and crew. In the account given by Acting-Masters Langley and Cottrell, they report that the *Tecumseh* was nearly abreast of Fort Morgan and about 150 yards from the beach, when it was reported to Commander Craven that there was a row of buoys, stretching from the shore a distance of from one to two hundred yards. He immediately ordered full speed and attempted to pass between two of the buoys. When in their range a torpedo was exploded directly under their turret, blowing a large hole in the bottom of the vessel, through which the water rushed with great rapidity. Finding that the vessel was sinking, the order was given to leave quarters and from that moment every one used the utmost exertions to clear himself from the wreck. After being carried down a number of times, they were picked up in a drowning condition. Only ten men were saved, 120 being killed or drowned, and among the latter was the brave Commander Craven. Among the survivors was Acting-Ensign John P. Zettick, of New Bedford. He gives the following account of his experience in this disaster: "All hands were called at 3 o'clock on the morning of the 5th to clear the ship for action. We were informed by Commander Craven that his orders from Commodore Farragut were to engage the rebel ram *Tennessee,* single-handed, and that he hoped to have the hearty co-operation of all hands in the work. At 5 o'clock the *Tecumseh* got under way and proceeded toward Fort Morgan. We fired the first shell that opened the general attack on the forts. The guns were then loaded with solid shot and forty-five pounds of powder, preparatory to our anticipated engagment with the *Tennessee.*" Mr. Zettick says that he was in charge of the powder division under the turret. The *Tecumseh* had proceeded but a short distance when Mr. Zettick saw a great rush of water approaching. He gave the alarm, for he knew the

significance of the advancing monster. The executive officer ordered all hands to remain at their stations, and the chief engineer, who sat beside Mr. Zettick, arose and stood as motionless as a statue. Making his way to the guns and finding that their crews had gone through the port holes when the torpedo exploded and that the fate of the vessel was sealed, Mr. Zettick went up to the turret and took shelter under the lee of the pilot house. A shell from Fort Morgan struck it and he leaped into the sea, as the vessel sank beneath the waves. Mr. Zettick says he was drawn down into the vortex, and but for his being an expert swimmer he would have been drowned. When he came to the surface the *Tecumseh's* boat was five rods away. His shouts were not heard and the crew pulled away, leaving him in the water. He was finally picked up by a boat from the U. S. S. *Metacomet*, under command of Acting-Ensign Henry C. Neilds, whose bravery exhibited under a raking fire from Fort Morgan, while engaged in rescuing ten seamen, received honorable mention from Admiral Farragut. Mr. Zettick was placed on board the monitor *Winnebago*, and had the satisfaction of participating in the capture of the ram *Tennessee*. One hundred and twenty officers and men were killed or drowned in this tragic occurrence.

Many other similar incidents might appropriately find a place in these pages, could space be spared, but these will suffice to show that New Bedford, true to her record in the past, was honorably represented in the naval operations of the civil war.[1]

Among the officers in the U. S. Navy belonging in New Bedford who did service during the civil war were:

Lieut.-Commander William P. Randall.

Paymaster Gilbert E. Thornton.

Acting Assistant Paymaster James H. Hathaway.

Assistant Surgeon George F. Winslow.

Acting Volunteer Lieutenants William H. Woods, Henry Arey, I. H. Eldredge.

Gunner Felix Cassidy.

Acting Masters Charles M. Anthony, Ezra S. Goodwin, Prince S. Borden, George P. Lee, Joseph A. Bullard, Henry R. Baker, Henry K.

[1] For "Roll of Honor," comprising a list of soldiers of New Bedford who lost their lives through the war, see appendix.

Lapham, Charles A. Crooker, Frederick Reed, James B. Wood, jr., W. K. Tallman, jr., Ira B. Studley, I. H. Ferney, Henry Arey, Henry D. Edwards.

Acting Master's Mates, George P. Gifford, Henry Few, C. P. Purrington.

Acting Ensigns Henry Hathaway, John J. P. Zettick, James H. Barry, William Jenney, Jere. H. Bennett, Charles W. Cleveland, Samuel H. Damon, Edward N. Rider, William H. Jennings, Stephen E. Merrihew, Timothy Delano, Samuel G. Swain, James D. Babcock, James E. Carr, Ansel S. Hitch, Oscar F. Wixon, James B. Russell, George H. Drew, Calvin S. Wilcox, William C. Borden, John H. Chapman, William Ottawell.

CHAPTER XX.

FROM THE CIVIL WAR TO THE PRESENT.

The Two-Hundredth Anniversary and its Celebration — Address Sent to Dartmouth, England — Establishment of Water Works — Development of Manufactures —Minor Incidents — Fourth of July Celebration in 1876 — Establishment of Various Manufacturing Institutions — Necrology — Statistics of Growth — City Officers from 1847 to 1891.

WHILE the great Rebellion was drawing to a close, an event occurred in New Bedford, the details of which it is a pleasure to record. This was the celebration of the two hundredth anniversary of the incorporation of the town of Dartmouth, on Wednesday, September 14, 1864. The exercises were under the direction of a committee of arrangements representing the towns of Dartmouth, Westport, Fairhaven, and Acushnet, and the city of New Bedford. Invitations had been extended to the sons and daughters of Old Dartmouth abroad and a cordial greeting to all who by birth, descent, marriage, or former residence, were interested in the celebration.

A procession was formed on City Hall square at ten o'clock, under the marshalship of Henry J. Taylor, assisted by Andrew G. Pierce,

Lemuel M. Kollock, Cornelius Davenport, John W. Macomber, William C. Taber, jr., and Charles H. Gifford. It was arranged in the following order:

New Bedford Brass Band; Marshal; Common Council of New Bedford; Clerk of the Common Council; Board of Aldermen; City Clerk; Selectmen of Dartmouth, Fairhaven, Acushnet; Town clerks; Rhode Island and Massachusetts Christian Conference; Invited guests; Mayor of New Bedford; Orator, poet, and officiating clergymen. The procession marched through several streets and then proceeded to the North Christian Church, where the following exercises took place: Music by the New Bedford Brass Band; Singing by the choir of an original hymn, by James B. Congdon; Prayer by the Rev. William J. Potter; Address by His Honor, George Howland, jr., Mayor of New Bedford; Singing by the choir—The Battle Hymn of the Republic, by Julia Ward Howe; Historical address by Hon. William W. Crapo; Music by the band; Reading of an original poem by its author, James B. Congdon; Music by the band; Benediction by Rev. Tyler C. Moulton.

The exercises were of a highly interesting character and engaged the close attention of an audience that completely filled the church. The eloquent address of Hon. William Wallace Crapo was replete with valuable information relating to the early history of the township. At the conclusion of the exercises, which for two hours afforded much pleasure and profit to all who attended, the procession was again formed and marched to City Hall. At 2 o'clock P. M. a banquet was served to a large company of citizens and invited guests. Mayor Howland presided at the post-prandial exercises, and Col. C. B. H. Fessenden officiated as toast-master. The following toasts were offered:

"The President of the United States—honest and faithful Abraham Lincoln." Hon. Thomas Dawes Eliot.

"The Governor of Massachusetts—sound in head and heart; true to the State, careful of its interests, jealous of its honor, tender of its citizens, and true to the nation, the sovereign and safeguard of the State." Hon. Robert C. Pitman.

"The Army and Navy—more than sympathy, all honor to the brave and gallant soldiers and sailors, the true peacemakers, who, by their

heroism in suffering and exploit, have added to the nation's glory, and through whose noble deeds we have the assurance of the nation's safety." Rev. William J. Potter, late chaplain U. S. army. Mr. Potter closed his address with the following sentiment: "The free church, the free school and the free ballot, we would defend and spread throughout the land, and open to all the inhabitants thereof."

An interesting letter was read from Hon. Robert C. Winthrop, president of the Massachusetts Historical Society, stating his inability to be present, and requesting ex-Governor Clifford to respond for him and for the society. Governor Clifford made an eloquent speech and closed amid great applause with the sentiment: "The old town of Dartmouth —its founders were among the first to form a union to secure religious liberty for the individual: May their descendants be as steadfast and uncompromising in maintaining the 'Liberty and Union, now and forever,' of their common country."

The toast to the clergy was as follows: "They owe much to those sturdy men of Old Dartmouth, who, though they refused to pay church rates, never failed to support honest and God-fearing ministers; and who, in a tolerant and catholic spirit, chose in 1730 as their religious teachers, Nicholas Howland, a Friend, and Philip Taber, a Baptist."

Rev. Dr. Babcock, of Poughkeepsie, a former pastor of the William Street Baptist Church, responded in a pleasant speech, and offered the following: "The absent sons of Dartmouth—wherever they are, they remember their mother with undying affection."

The toast-master read several letters from the following named gentlemen who had been invited but could not be present: His Excellency Gov. John A. Andrew, Hon. Henry H. Crapo, Rev. Orville Dewey, Hon. Alexander H. Bullock, Hon. J. H. W. Page, Martin L. Eldridge, Thomas Almy, Hon. Robert C. Winthrop, Rev. Charles Ray Palmer, Hon. Lemuel Williams, Rev. William S. Studley, Daniel Ricketson, and Hon. Stephen Salisbury, president of the American Antiquarian Society.

The following lines were read by Colonel Fessenden in response to the question: "What is there of interesting incident connected with the history of Dartmouth?"

"A Dartmouth[1] ship to Dartmouth[2] shore,
The bold adventurous Gosnold bore;
'Twas Dartmouth's[1] wide, historic strand,
Sheltered the storm-tossed Pilgrim Band;
Against the wrong of British greed,
Hear Dartmouth's peer for justice plead;
A Dartmoth ship[2] with Dartmouth[2] crew,
With Dartmouth's name[2] and owner[3] too,
Had lading of th' historic tea,
Which found its steeping in the sea—
Wave-offering to Liberty."

James B. Congdon then read an address that he had prepared to be sent to the mayor and aldermen of the city of Dartmouth, county of Devon, England, as follows:

"To the Mayor, Recorder, and Aldermen of the city of Dartmouth, county of Devon, England:

"GENTLEMEN:—On this day of our solemn festivities, while we are assembled to commemorate the incorporation, two hundred years ago, of the town called by a name which your historic city has borne for nearly a thousand, we, the people of the city of New Bedford, and of the towns of Dartmouth, Westport, Fairhaven and Acushnet, municipalities into which the territory of the mother town has been separated, would to you and through you to the inhabitants you represent, send a greeting of remembrance and regard.

"Forcibly and pleasantly have we at this time been reminded of the many interesting circumstances which connect your ancient borough with the town whose corporate birthday we now commemorate. We call to mind the fact, that it was from Dartmouth and in a Dartmouth ship, bearing a name significant of that feeling of *Concord* which will, we trust, forever characterize the intercourse between the nations to which we respectfully belong, that Bartholomew Gosnold, in 1602, put forth upon his voyage to America, landed upon our shores, and upon an island often called by his name, in sight from the spot where we are now assembled, erected the first white man's dwelling upon the soil of *New England.*

"Deeper still have been our recollective associations as we have remembered, that it was in your noble harbor, and in the nobler hearts and homes of the then inhabitants of your city, that our Pilgrim Fathers found a shelter, when the perils of the storm drove them from their course across the ocean to found an empire in the *New World.* It was the memory of that providential preservation, and of the hospitality extended to them in that hour of despondency and weakness, that prompted them, when they went forth from Plymouth Rock, to subdue the forest and extend the borders of their commonwealth, to bestow upon this portion of their goodly heritage the name of that city by

[1] Dartmouth in England. [2] Dartmouth in New England. [3] The owner was Francis Rotch, of Bedford, in Dartmouth.

the mouth of the Dart, from which they had taken their last departure for the new home amid the wilds of America.

"The occasion demanded of those who had been selected to address us a brief recital of that conflict which led to that separation of the United States of America from the land our people have ever loved to call the Mother Country. And while we have been moved and saddened by the recital, we have with deep and grateful feelings remembered that it was William Legge, Earl of Dartmouth, Secretary of the colonies under George III, and who derived his title from your ancient city, who gave the force of his character and his commanding talents in opposition to the Grenville administration, for conciliation and peace. For the memory of this friend of Franklin, the friend of justice, the friend of peace, this high-minded Christian gentleman and peer of England, we shall ever cherish the sentiments of profound respect.

"Such are some of the links of the golden chain of associations which at this moment stretches across the ocean, and binds together the city whose harbor sheltered the crusading fleet of the *Lion Hearted Richard*, with the family of communities which are resting near the waters of *Gosnold's Hope*. We would add, as a circumstance calculated to strengthen the force of the historic reminiscences to which we have alluded, that we too, are to a great extent a family of fishermen. At a period not remote, a whaling fleet of nearly four hundred ships belonging to the communities we represent, manned by more than ten thousand seamen, was afloat upon the ocean.

"We would assure you, gentlemen, that in sending you this greeting, which finds its justification in, and depends for its interest upon, the incidents and circumstances we have recited, we have a purpose deeper than the extension of a compliment, or the indulgence of pleasant and interesting associations.

"We wish not to withhold the expression of the fact, that in the civil strife which is now raging in our land, its loyal people would fain have extended to them that moral encouragement and support that attends upon the favorable testimony of enlightened Englishmen. They feel that they are doing battle for principles which they have derived from their Saxon ancestry, and dear to the heart of every Briton.

"Allow us, therefore, to express the hope that the reception of our earnest and affectionate greeting will give such a direction to your feelings and lead to such an examination of the questions at issue between us and our infatuated southern fellow-countrymen, as shall result in your giving the weight of your enlightened minds and the testimony of your Christian character to the cause of universal freedom. We address you amid the smoke and the roar of conflict; but we hope and believe that the end is near—and when peace shall be restored and the flag of our country shall again wave over an undivided soil and a united people, we feel assured that such will be then our condition, that closer than it has ever been before will be the union between us and our Mother Country.

"New Bedford, September 14, 1864."

This address was beautifully engrossed by George B. Hathaway, and after being signed by the mayor, aldermen, common councilmen, and clerk of the city, and by the selectmen and town clerks of the towns uniting in the celebration, it was forwarded to its destination.

The exercises closed with the singing of an original hymn written for the occasion by William G. Baker. The celebration was highly successful in every particular and gave great pleasure to the citizens and their invited guests. The addresses at the City Hall were of high character and supplied important additions to the history of the early days of the township of Dartmouth.[1]

The civil war not only checked business enterprise in the community, but it also stayed public improvement; and during its continuance little was accomplished in this direction. It was during this period, however, that one of the most important improvements in the history of the city had its birth—the introduction of water into New Bedford. The project first demanded the attention of the government on March 8, 1860, when Frederick S. Allen introduced into the Common Council an order for the appointment of a committee to "consider the practicability and expediency of introducing a permanent supply of fresh water into the city, and to report some plan, with the probable cost of doing so." Messrs. Hunt, Lewis, and Reynard, on the part of the mayor and aldermen, and Messrs. Allen, E. Perry, Anthony, and Hammett, of the Common Council, were selected as the committee. By a vote on July 26, 1860, an expenditure of $300 was authorized to be made by the committee, and with their succeeding investigations began the work on this great undertaking.

The subject came before the city government many times for discussion; and it met with vigorous opposition from the very beginning, not only from a portion of the city government, but from many of the citizens. The advocates of the measure, however, were enthusiastic and persistent in their cause; and as the benefits and advantages that would follow the introduction of water began to be understood and appreciated, the proposed measure grew rapidly in public favor.

The services of Capt. Charles H. Biglow, an experienced engineer in the service of the United States, and who had charge of the construction of the fort upon Clark's Point, were engaged in making the first surveys and measurements. He was assisted in the work by George A. Briggs, then city surveyor, and by William F. Durfee. The first report of the committee was made December 21, 1861. It clearly set

[1] For description and text of reply to the greeting sent to England, see Appendix.

forth the practicability of the enterprise, its importance to the future welfare and prosperity of the city, and the necessity of prompt legislation in the matter. It showed that the Acushnet River was the only reliable source of supply, and that this source was abundant for all demands. It urged that, as a mechanical auxiliary, the introduction of water was an imperative necessity, and that "it was a part of wise statesmanship to look at the future, to anticipate its wants and guard against its casualties. Cities, like men, flourish and prosper only by their own exertions, and it becomes those whom the people have placed in power and trust, to be equal to the present emergency. We know its wants and necessities, and can comprehend the present crisis in our affairs. Shall we grasp and control that crisis, turn it with a steady hand to our interests and prosperity, or allow it silently and timidly to pass by and float beyond our reach? Shall we legislate only for to-day, and shrink from looking the great future in the face? or, shall we, knowing the necessity and perceiving the remedy, fearlessly perform our duty?"

Constant agitation of the subject in the city government and by the public press awakened a thoughtful and progressive sentiment in the community. It was seen that there was great force in the arguments presented from time to time in the various official reports; that pure drinking water, an improved sanitary condition, an unfailing supply of water for the fire department, the opening of hydrants and fountains, all would conduce to the health, safety, and happiness of the people. Public sentiment in favor of the enterprise grew fast; and an act for supplying the city of New Bedford with pure water was passed by the General Court, April 18, 1863. It provided for the appointment of commissioners; gave power to take land, water, and water-rights for the purposes of the works; authorized the issue of water bonds to an amount not exceeding $500,000, and also the passage of such ordinances and by-laws as might be deemed necessary to govern and control the enterprise. The act, in short, provided for all contingencies that seemed important to its prosecution. On the 14th of April, 1864, the act was accepted by the city. The whole number of votes cast was 1,375, of which 782 were in favor and 594 against the acceptance.

The serious and uncertain condition of national affairs at this time delayed the progress of the work, and little was done until the follow-

ing year, when the great rebellion had received its doom and peace was established. The first board of commissioners was organized December 13, 1865; William W. Crapo, chairman; Warren Ladd, and David B. Kempton; James B. Congdon, clerk. With the appropriation of $100,000 made December 14, the great undertaking was fairly begun.

The reader who is sufficiently interested to follow in detail the construction of this great improvement to its final completion, can do so by consulting the minute reports that have found their proper place in the city documents, and for which space cannot be spared here. They enable one to fully appreciate the difficulties that beset the work and which followed it to the close. The great undertaking was finished during the closing weeks of 1869; and the water flowed through the miles of pipes in the main streets of the city. Since that time great extensions have been made, until now there are nearly sixty miles of pipes in the streets. In addition to the first supply obtained by a dam across the valley of the Acushnet, seven miles north of the city, a conduit has been opened to Little Quittacas Pond, two miles farther distant. The whole cost of the works has been over $1,300,000. The great expense of the undertaking was somewhat lightened by the generous bequest of $100,000 for this object, from Sylvia Ann Howland.

The marvelous growth of the mechanical and industrial interests of the city since the completion of the water-works forcibly illustrates the wisdom of the men who inaugurated and encouraged the undertaking. The subsequent history of the city shows that its prosperity is largely due to its abundant and cheap water supply. The multitude of cotton mills and various other factories that border our river front and lower streets have sought this city largely because of the water supply.

The superintendents of the works have been as follows: To 1871, George A. Briggs; 1871–72, Israel C. Cornish; 1872–77, George B. Wheeler; 1877–81, William B. Sherman; 1882, to the present time, Robert C. P. Coggeshall. The Board of Commissioners of 1891, are Mayor C. S. Ashley and Joseph Dawson, both ex-officio; Henry Howard, David B. Kempton, and William N. Church.

The history of New Bedford since the close of the civil war, so far as it relates to this part of the volume, can only be a brief record of the principal features of its steady growth and development, and of con-

spicuous incidents that have taken place in that period. During this quarter of a century, the city has been changing from a port in which the whaling business was the chief source of wealth. This industry had given the city a world-wide reputation through the numberless vessels that for nearly two centuries had visited every ocean and clime. The transition was fraught with anxiety and forlorn hope. For a time it seemed as if the city was to experience the fate of Nantucket and become an abandoned seaport. Its capitalists sought investment for their accumulated wealth in the West and in enterprises that had no direct influence in maintaining local business. Our idle wharves were fringed with dismantled ships. Cargoes of oil covered with seaweed were stowed in the sheds and along the river front, waiting for a satisfactory market that never came. Every returning whaler increased the depression. Voyages that in former times would have netted handsome returns to owner and crews resulted only in loss to the one and meager returns to the hardy mariners. Such was the condition of affairs in New Bedford when peace came in 1865. Not long, however, did this feeling of apathy and discouragement exist. The forces of energy and shrewdness that for a time were latent and inactive, were roused, and it was clearly seen that something must be done to save the city from a permanent decline. The natural advantages of climate and situation for the development of cotton manufacture, and of kindred industrial operations, were seen; and capital, of which the city had an abundance, was soon finding rapid and profitable investment in home industries. The following brief notes of many of these industries and of other features of the city's rapid growth during the period in question, will give the reader an outline, which he can fill up from the later chapters of this volume devoted to such topics.

On the 17th of January, 1867, occurred the heaviest snow-storm since 1857. Travel was generally suspended, and no railroad trains arrived or departed during the day. The business of the city was extended this year by the establishment of the New Bedford Glass Works in the winter. The first stone-crusher was put in operation by the city on the 10th of April.

In March, 1868, Charles Dickens visited the city and gave a public reading of the "Trial of Bardell vs. Pickwick." The hall was crowded,

and the reading of the distinguished author gave great delight to the large audience.

The Fourth of July, 1868, was celebrated with unusual demonstrations, the sum of $2,000 having been appropriated by the city for that object. The day was ushered in by the customary clanging of bells, and artillery salutes. Public and private buildings and the vessels in the harbor were profusely decorated with flags and bunting, and the entire city presented a holiday appearance. A procession composed chiefly of the Grand Army men and city officials paraded the streets in the morning. A patriotic service was held at the Soldier's Monument on the Common. Eloquent addresses were made by Rev. Alonzo H. Quint and Rev. William J. Potter. Music was supplied by the New Bedford and Taunton brass bands. The pleasures of the day were marred by an unfortunate occurrence. A balloon ascension took place in the afternoon from the eastern part of the Common, and an immense crowd of people filled the space near the inflated balloon. As the balloon, in charge of George Collard, began its ascent, the anchor fell from the aeronaut's basket, when about thirty feet from the ground, and struck upon the head of William Mottram, of Taunton, and then caught in the clothing of two boys, Charles Jones and J. C. Borneau. They were quickly carried upward in the air. Mr. Collard promptly cut the line and the boys fell into a tree from a height of about seventy-five feet. Strange as it may appear, neither of the lads was seriously injured. The festivities of the day were closed by a brilliant display of fireworks on the Common.

At an election held July 18, 1868, the acceptance of a revised city charter was decided unfavorably by the large majority of 381 against 61 votes. The objectionable features seemed to be the increased salary and power that would be given the mayor.

In April, 1869, the New Bedford Choral Association was organized, and began rehearsals in City Hall in preparation for the great Peace Jubilee held in Boston in the following June.

On the 8th of September, 1869, a destructive southeast gale swept over the city and vicinity. It began about 4 o'clock in the afternoon, increasing rapidly in force, and continued until about 7 o'clock. Portions of the County Street M. E. Church, and the balustrade on the roof

of the *Evening Standard* building were blown down; several buildings were unroofed, trees were uprooted, and general havoc wrought with fences throughout the city. In Fairhaven, the spire of the Congregational Church was blown down. The most serious disasters, however, occurred on the river. The tide rose to the level of the wharves, and huge waves swept over them, carrying valuable merchandise into the water. Many of the vessels lying at the wharves were badly injured. The ship *Syren* broke from her moorings, went through the bridge-draw stern foremost, and was driven against Wilcox & Richmond's wharf. Brig *Eliza Stevens* ran afoul the revenue cutter and a schooner, both of which were badly damaged. Several other vessels were driven in collision with one another, resulting in considerable damage. A costly result of the gale was the destruction of the New Bedford and Fairhaven bridge. The whole force of the storm was spent upon it, and nearly all of the wood-work was soon floating up the river. The scene presented when the gale subsided was, in spite of the damage done, an interesting one. Many of the main avenues of the city were blockaded with fallen trees and broken fences, and were strewn with limbs and leaves. Chimneys were blown down from many of the buildings, and the débris deposited in the yards and on the sidewalks. On both sides of the river and on the island shores were the tempest-tossed ships, schooners, yachts, and boats, all more or less damaged and some of them dismasted.

One of the beneficent results of this September gale was the purchase of the franchise of the bridge corporation at a cost of $20,970,31, and the building of the new structure which, when finished in the following June, was made a free bridge. A vigorous movement to have the draw widened was defeated. The entire cost of the bridge was about $45,000. Bridge square, formed by the continuation of Front street, was macadamized at a cost, including curbing and crossings, of $1,107,00.

It was in the winter of 1869 that the velocipede mania, which swept over the country, made its appearance in New Bedford.

One of the prominent features of the growth of manufactures in 1870 was the building of a new mill by the Wamsutta corporation, and the installation of a Corliss engine, which was then the largest stationary engine

in the world. This was among the earliest manifestations of the growing interest by our capitalists in the cotton manufacture. On September 13 the New Bedford flour-mills were burned, with a loss of $100,000. They were rebuilt at once.

As has been shown in former pages, the temperance question has ever had a place in the local politics of the village, town, and city of New Bedford. It was at this period (1871) that the topic again entered into the discussions of the day, and the political contests resulting therefrom were distinguished for their energetic character.

In October, 1871, a meeting was held in aid of the sufferers from the great Chicago fire. In two weeks, $20,000 in money and clothing were sent to the devastated city.

Another step in the advance of cotton manufacture was taken in 1871, by the erection of the Potomska Mills.

The year 1872 saw the inauguration of horse railways in New Bedford. Since this time, as explained in later pages, the system has been greatly extended.

In 1873 the subject of a railroad to Fall River was agitated. An excursion was made by a party of New Bedford capitalists on the 15th of May, to look over the ground and consider the feasibility of the enterprise. In the same year the New Bedford and Taunton Railroad passed into the hands of the Boston, Clinton and Fitchburg Company.

The small-pox, which has periodically visited this vicinity, made its appearance in South Dartmouth in November, 1873, and about fifty cases and several deaths followed.

On the 31st of August, 1874, the city was honored by the presence of Gen. Ulysses S. Grant, who came from a visit to Cottage City and Nantucket. The party came up the bay on the steamer *Monohansett*, Capt. Charles H. Smith. This steamer had been Grant's dispatch boat on the Potomac during the civil war, and it was a happy circumstance that it could be used in conveying the distinguished general and his party in their excursions on this coast. The shipping in the harbor, many of the public buildings and private residences, and the main thoroughfares of the city were profusely decorated with flags. As the steamer came up the harbor and entered the river, the scene presented to the coming guests was one of rare beauty. It was a bright, sunny

day, and the river was filled with gaily decorated vessels, yachts, and boats; indeed, every kind of craft that would float seemed to have been brought out to do honor to the occasion. Peals from the signal guns of the yachts and salvos of artillery from the wharves greeted the *Monohansett* as she approached the wharf. Immense crowds of people filled the adjoining wharves and streets and lined the sidewalks. The New Bedford City Guards and the Schouler Guards performed escort duty for the procession to City Hall. Here Mayor Richmond made a speech of welcome that was briefly responded to by General Grant. A reception was then held, during which hundreds of citizens were introduced. A dinner was served to the visitors at the Parker House.

The subject of annexing the town of Fairhaven was considered in February, 1874, a petition of the citizens of that town being presented to the city government. It was deemed inexpedient to take any action, as strong opposition to the project was developed. In June of this year the opening of the new steamship line to New York was celebrated by excursions down the bay in the new steamers, *City of New Bedford* and *City of Fitchburg*.

December 31, 1874, His Majesty Kalakua, king of Hawaian Islands, and his staff visited New Bedford. They were given a cordial reception by the city authorities and citizens. The visitors were entertained at the Parker House. The following day the guests were shown about the city, visiting the cotton-mills and other points of interest. At noon Mayor Richmond gave a reception at his home, and about a hundred shipmasters paid their respects to the royal party. At its close the visitors were escorted by the military to the City Hall where a public reception and banquet was given. Mayor Richmond welcomed the king and his suite in a cordial manner. The king bowed his acknowledgments and fitting responses were made in behalf of the king by Chief Justice Allen, and Governor Kapena of his staff.

Very important changes in the city charter were proposed in 1875, and several were adopted. The steady development of business and manufactures is indicated by the building of Wamusutta Mill No. 5, and the incorporation of the Citizens' National Bank. The Fall River Railroad was opened to travel December 15, of this year, and the event was celebrated by a banquet at the Parker House. There were pres-

ent many prominent people from Fall River. The New Bedford Railroad extended its tracks and began running trains to the steamboat wharf in the spring of 1876. Several meetings were held during the year in the interest of a railroad to Middleboro.

The Fourth of July, 1876, was observed in this city with unusual ceremonies. March 13 Congress passed a resolution recommending "the people of the several States to assemble in their counties and towns on the approaching centennial anniversary of our national independence and that they cause to have delivered on that day an historic sketch of said county or town, from the date of its formation, and that copies of said sketch be filed in the clerk's office of said county and in the office of the librarian of Congress." In accordance with this suggestion the City Council appointed on April 6 a committee of arrangements and made an appropriation of $4,000. The elaborate plans were executed in a very satisfactory manner, and the celebration proved to be the most complete and enjoyable in the history of the city. The procession was made up in three divisions and included fine displays by the military and fire department, Grand Army posts, disabled veterans in carriages, cavalcade of truckmen, civil government, U. S. officers and invited guests. An interesting feature was the Centennial Battalion, consisting of the Centennial Guards and the Yankee Volunteers. The old-fashioned uniforms worn by this body mingled in pleasant contrast with those of the modern military organizations. The parade was one of the finest features of the day and was fully worthy of the occasion. Base ball games, a regatta, a balloon ascension, and the fireworks were all successful and gave great pleasure to the multitude. The exercises in Liberty Hall at midday were of a very interesting character. The preliminary services consisted of a prayer by Rev. O. A. Roberts, the singing by a quartette (Messrs. Wood, Littlefield, Tinkham, and Morton) of a patriotic hymn, "The flag that's waved an hundred years," and an original hymn composed by James B. Congdon. The historical address was delivered by Hon. William W. Crapo. It covered the entire period of time from the settlement of the township of Dartmouth, in 1664, and vividly portrayed the leading events that characterized our local history. The address closed with the following eloquent passages:

"Beautiful, indeed, for situation, is this city of New Bedford. Few places are there on this continent, or elsewhere, which so well unite the institutions, benefits and advantages of the city with the freshness and simplicity of rural life. Lying between green pastures, on the one hand, and the still waters of the river on the other, fronting upon this bay which is as charming as the Bay of Naples, and rising with the elevation of conscious pride from its shores, its physical condition and position are delightful beyond exception. We rejoice to observe and remember that those who have shaped its outward fortunes have been studious to make it attractive and healthful, as the home of a cultured and enlightened people. Its well-made and well-kept avenues and streets, shaded by long lines of trees which our fathers have planted; its complete and cleanly drainage, which the incoming and outgoing tides make perfect and efficient; its abundant and pure water distributed and available for all the purposes of domestic, mechanical, and protecting use; its trained, alert, and electric fire department; its well diffused system for gas lighting; its schools, its churches and chapels, and bethel; its hospital, its home for orphans, its many union of hearts and hands for good works; its comfortable and pleasant homes after the best methods of New England life, combine to make this municipality worthy our best affections, and of our constant effort for its prosperity and peace.

"We celebrate to-day the centennial birthday of our independent national existence. The republic was born amid the smoke and fire of battle, and at the cost of the blood of patriots. It achieved its place among the nations of the earth through the grim desolation and prolonged sacrifices of war, and, ordained of God, it entered upon its destiny as a government of liberty and free institutions. It has survived the perils of outward violence, and the wild storms and bloody conflict of internal strife. It has grown from three millions of people to forty-four millions; from a few scattered colonies it has become an empire reaching from ocean to ocean, and bounded on the one hand by perpetual snows, and on the other by perpetual verdure.

"We remember with pride the sacrifices and the self-denial of the men of Bedford in 1776, and the losses sustained and grevious burdens borne by them in the War of the Revolution. A feeling of deep sadness mingles with the pride with which we recall the noble army which New Bedfoad sent to the War of the Rebellion, and many of us will carry to our graves a heavy sense of loss and grief for those who never came back to us.

"The son of New Bedford who one hundred years hence may review the history of his city, will with proud satisfaction dwell upon the loyalty of this people and the contributions made by them in men and money for the preservation of the Union. The Roll of Honor bears the names of 3,200 men furnished by New Bedford to the army and navy, being 1,110 more than her quota under all the calls made upon her. Some of those names will never disappear from our history, for they gave their lives in patriotic devotion to their country. Rodman, Howland, Brown, Almy, and many others, born and reared upon our soil, are enrolled among the martyrs who died that our flag might still wave a symbol of freedom and the equal rights of all mankind.

"The memory of the heroism and the patriotic devotion of those who struggled for our independence, and of those who gallantly contended for the preservation of the national union, stirs our blood and arouses our emulation. We remember the brave men

who would not be trampled on by tyranny, and the loyal men who suffered to perpetuate free institutions. We cannot forget the record, and we ought not to forget it. It inspires us with faithfulness and determination to meet the needs and requirements of the coming age; it stimulates us to labor strenuously for the highest welfare of our country, believing that America holds in trust the destinies of the world. We are descended from a noble ancestry. We are proud of their achievements, and their history incites us to effort. Our birthright, this inheritance of the principles and sentiments which have made the republic great, imposes upon us grave responsibilities."

In October, 1876, the whaling industry sustained a severe blow in the loss of twelve ships in the Arctic Ocean. The details of this unfortunate affair are given in the chapter on the whale fishery.

The years 1876 and 1877 were notable in the growth and development of the city. A large number of streets were opened, many new buildings were erected, and general prosperity characterized all business enterprise. The only exception to this tide of progress was a strike of the employees of the Wamsutta Mills. The differences were at last removed, and work was resumed May 1, 1877. The strike proved to be a disastrous one to all concerned; but its lessons of bitter experience afforded some compensation, for no strike of equal magnitude has since occurred in this community. Potomska Mill No. 2 was built in 1877, and local prosperity continued in spite of the general financial depression of this period.

On the 12th of October, 1878, a severe gale blew down several sheds and many trees and fences, and a number of boats in the harbor were destroyed. It was the most severe gale since that of 1869. The bark *Sarah* sailed that morning on a whaling voyage and when about forty miles off Block Island, she was carried down in the gale and was lost.

On the 17th of December, a public meeting was held, at which the project of erecting a new opera house was for the first time considered.

Early in January, 1879, the railroad passed under the control of the Old Colony corporation.

Of the history of New Bedford during the last decade there is nothing to record but a few features and incidents, all of which indicate the most encouraging prospect of future growth and prosperity. These may be summarized as follows:

The Pairpoint Manufacturing Company began business in 1880, and the following year added a second building to their plant.

In 1881 the Southern Massachusetts Telephone Company was organized, and the telephone was introduced into the city. In July, the New Bedford Co-operative Bank was organized.

In 1882 the Acushnet Mills Corporation was organized, and a mill was built in the following year. The Grinnell Manufacturing Company and the Oneko woolen-mills were incorporated. The city made many important street extensions during this year.

The year 1884 saw the organization of the New Bedford Manufacturing Company, and their mill was erected in the same year. The New Bedford Board of Trade was organized in March.

In 1885 the city made extensive street improvements and new sewers, the most important of the latter being that in North street west of Cedar, which abated a long-existing nuisance in that part of the city. A special appropriation was made also for the further improvement of the Point road.

The Edison Illuminating Company located a plant here in 1886, and began supplying light and power in July of the same year.

In 1887 the New Bedford Safe Deposit and Trust Company was incorporated. The city purchased a tract of land and erected city stables, and the Oak Grove Cemetery was enlarged, in this year.

In 1888 the Hathaway Manufacturing Company was organized (in December), and their mill was erected in 1889. In April, 1888, the City Manufacturing Company was organized, and a mill was begun in December. The Howland Mills were also established in this year. The New Bedford Clearing House was established on the 1st of September.

The year 1889 saw the organization of the Bennett Manufacturing Company, and the beginning of the erection of the first mill; the second followed soon afterwards. The Acushnet Co-operative Bank was organized on the 15th of November. All the foregoing institutions are described in detail in subsequent chapters of this work.

The foregoing pages of this chapter, giving brief annals of the more important events and proceedings in the city's growth during the past twenty-five years, show that it has been a period of rapid transition from its former conditions to the formation of one of the important manufacturing centers of the Commonwealth. This period has wit-

nessed, as has been observed, the introduction of modern ideas into the city government; modern methods of transportation; improved construction of streets; modern facilities for lighting; and many other improvements that go to constitute a progressive American city. New Bedford is becoming important also as a summer resort and especially as a gateway to several beautiful and popular seaside homes. The Mattapoisett shores, Onset and its beautiful bay, the Buzzards Bay shores, Wood's Holl, Martha's Vineyard, and Nantucket are attracting every year larger numbers of those who are learning the value and profit of leaving their cares for a time; and many of these people visit New Bedford. The resident of the New Bedford of modern days is in all respects to be congratulated on the bright prospects of his home.

In continuation of lists in preceding pages, the following is a partial record of names of prominent citizens, with the years of their death. Many names that would otherwise appear herein, are included in the succeeding chapters on various topics, and in the later biographical department of the work:

1841.—Joseph Dunbar.

1849.—Jireh Perry.

1850.—Cornelius Grinnell.

1851.—Benjamin Congdon.

1852.—Roland R. Crocker, Dudley Davenport, George Howland.

1853.—John Coggeshall, Job Eddy, John A. Parker, Mark B. Palmer.

1854.—Jethro Hillman.

1855.—Charles Grinnell.

1857.—Joseph Congdon, John C. Haskell, Jireh Swift, Frederick Parker.

1858.—Asa R. Nye, Paul Kempton.

1859.—Robert Ingraham, William Hussey, Charles Haffords, Hervey Sullings, John Perkins.

1860.—Ezra S. Kempton, Joseph Davis, Rev. Asa Kent, Humphrey Nye, Leonard Macomber, Calvin Staples.

1861.—Charles W. Morgan, Elisha W. Kempton, Benjamin Tucker, Hayden Coggeshall, James Howland 2d, Benjamin R. Almy.

1862.—Andrew Robeson, Job Shaw, Franklin Tobey, Stephen Taber, Isaac C. Taber, Stephen N. Potter, Henry C. Kelley, John Hunt.

1863.—Rev. Nathan Paine, Bethuel Penniman, Ephraim Kempton, George M. Eddy, Henry Cannon, Benjamin Cummings.

1864.—Capt. Latham Cross, J. B. King, Robert Bennett, Nathaniel Perry, Clothier Pierce, Dr. Aaron Cornish, Tucker Damon, A. Sydney Howland.

1865.—Cornelius Howland, George G. Chase, Philip Cannon, Edward Mott Robinson, Willard Nye, Southward Potter, J. H. W. Page, Dr. Lyman Bartlett, Thomas Bennett.

1866.—James Cannon, Warren Delano, William Gifford, Eli Haskell, Rev. Sylvester Holmes, Timothy R. Cushman, Rev. Timothy Stowe, William Whippey, Joseph R. Shiverick.

1867.—Zachariah Hillman, Rev. Benjamin K. Sayer, Capt. Barton Ricketson, Paul Ewer, William G. Gordon, Alex. Gibbs, Thomas A. Green, Rev. John Girdwood, Benjamin B. Howard, Abraham H. Howland, Obed Sherman.

1868.—Henry P. Willis, Joseph Wilcox, Andreas Thorup, Samuel Leonard, Rev. Wheelock Craig, Kelley S. Eldridge, George Hussy, Capt. Arthur Cox, Philip Menage, James H. Mendall.

1869.—Jacob L. Porter, Nathaniel Nye, Nehemiah Leonard, Lemuel Williams, Joshua C. Stone, Capt. Abraham Gardner, Francis S. Hathaway.

1870.—Cephas Cobb, Rodman Howland, Borden Wood, Ezekiel Sawin.

1871.—Jacob Parker, Gideon Richmond, Loum Snow, Pardon Tillinghast, William A. Dana, Isaac Case, John Goodspeed, William Cranston, Abraham Barker, Ivory H. Bartlett.

1872.—William Cummings, Nathan Durfee, George Hussey, jr., John M. Hathaway, William Beetle, William T. Russell, James A. Tripp, William A. Robinson, Martin Pierce, Allen Lucas, Zenas Whittemore, James B. Wood, Benj. Rider, Tilson Wood, William Penn Howland.

1873.—Thomas B. White, Daniel Wood, Benjamin Rider, Pardon Potter, James Harper, Sherman White, Abraham Delano, Joseph C. Grinnell, Isaac D. Hall, John Briggs.

1874.—Jabez Delano, Elijah H. Chisholm, Jonathan P. Lund, James Rider, Andrew Robeson, jr., Caleb T. Sullivan, Capt. F. A. Stall.

1875.—Gideon Nye, Cuffee Lawton, Caleb Anthony, James H. Collins, Edmund Gardner.

1876.—Joseph Knowles, Marsena Washburn, Robert Earle, William C. Taber, Benjamin Rodman, Samuel Rodman, Joseph S. Tillinghast, Edmund Maxfield, Simpson Hart.

1877.—Rufus Sherman, Thomas Knowles.

1878.—Thomas S. Hathaway, Gideon Allen, David Wood, Dennis Wood, Obed Nye, Edward L. Baker, Charles Hitch.

1879.—H. G. Ricketson, W. H. Reynard, Elias Sampson, Hiram Webb, Elisha Thornton, jr., Samuel Watson, Edward W. Howland, Henry T. Leonard, Samuel Watson, Joseph Brownell, David R. Greene.

1880.—Nathan Johnson, Walter Spooner, Elisha Haskell, Charles M. Pierce, William H. Taylor, James B. Congdon, William G. Blackler, Edward C. Jones, Wright Brownell, Otis Seabury, Henry F. Thomas.

1881.—C. L. Wood, Rev. Moses How, W. H. Jenney, Ward M. Parker.

1882.—Andrew Craigie, Thomas Nye, jr., Jonathan Howland, Stephen G. Driscoll, Joseph Tabor, Caleb Kempton.

1883.—Henry T. Wood, Daniel Thornton, Joshua Richmond, John A. Hawes, William H. Allen, Frederick P. Shaw, John H. Perry.

1884.—Matthew Howland, James Howland, Edward Merrill, Amasa Whitney.

1885.—Horatio A. Kempton, Abraham Russell, Benjamin Russell, W. A. Wall, Joseph Grinnell, William Hathaway, Alfred Kempton.

1886.—Joseph C. Delano, William Phillips, W. C. Tobin, Oliver Swain, Benjamin Pitman.

1887.—William Tallman, jr., A. H. Howland, jr., Charles Taber.

1888.—Seth K. Aikin, William Ingalls, Henry R. Wilcox, Ambrose Vincent, Cyrus W. Chapman, Alanson Williston, Niles Tilden, Lemuel Kollock, Dr. Charles Swasey, Timothy D. Cook, Benjamin F. Howland.

1889.—R. C. Topham, Rev. James D. Butler, Joseph W. Cornell, Elisha Dunbar, Joseph Tillinghast, David B. Wilcox, Thomas Coggeshall, Henry J. Taylor.

1890.—Thomas Cook, Nathaniel Gilbert, Josiah Holmes, jr., Col. A. D. Hatch, Charles P. Seabury, Charles Tucker, B. F. H. Reed, Oliver Prescott.

1891.—Thomas Durfee, Thomas M. James, Robert C. Pitman.

The following table shows the growth of population in New Bedford and its vicinity, from the year 1790 to the present time:

	New Bedford.	Fairhaven.		New Bedford.	Fairhaven.	Acushnet.
1790	3,313		1860	22,300	3,118	1,387
1800	4,361		1865	20,853	2,547	1,251
1810	5,651		1870	21,320	2,626	1,132
1820	3,947	2,733	1875	25,895	2,768	1,059
1830	7,592	3,034	1880	26,845	2,875	1,105
1840	12,087	3,951	1885	33,393	2,880	1,071
1850	16,443	4,304	1890	40,733		
1855	20,389	4,693				

Probable population of New Bedford in 1891, 45,000.

CITY OFFICERS — 1847–1891.

1847.—Mayor, Abraham H. Howland. Aldermen, John Avery Parker, Thomas B. White, Ivory H. Bartlett, William H. Taylor, James B. Wood, Edward W. Howland.

1848.—Mayor, Abraham H. Howland. Aldermen, Thomas Nye, jr., Thomas B. White, Ivory H. Bartlett, William H. Taylor, Jonathan Bourne, jr., Edward W. Howland.

1849.—Mayor, Abraham H. Howland. Aldermen, Joseph Clark, William F. Dow, Jonathan R. Ward, Ivory H. Bartlett, Jonathan Bourne, jr., Edward W. Howland.

1850.—Mayor, Abraham H. Howland. Aldermen, Joseph Clark, William F. Dow, Jonathan R. Ward, Ivory H. Bartlett, Jonathan Bourne, jr., Edward W. Howland.

1851.—Mayor, Abraham H. Howland. Aldermen, Joseph Clark, Isaac M. West, Jonathan R. Ward, Mark B. Palmer, Jonathan Bourne, jr., Henry H. Crapo.

1852.—Mayor, William J. Rotch. Aldermen, Thomas Nye, jr., Isaac M. West, Wilmot Luce, Mark B. Palmer, Jonathan Bourne, jr., Henry H. Crapo.

1853.—Mayor, Rodney French. Aldermen, James Beetle, Aaron C. Cushman, Isaac C. Taber, John A. P. Allen. Jireh L. Ferguson, Marshall G. Sears.

1854.—Mayor, Rodney French. Aldermen, James Beetle, Aaron C. Cushman, Thomas N. Allen, Joseph Brownell, Isaac C. Taber, Marshall G. Sears.

1855.—Mayor, George Howland, jr. Aldermen, Edward Milliken, James Wheaton, Asa R. Nye, Jacob L. Porter, Oliver Swain, Cranston Willcox.

1856.—Mayor, George Howland, jr. Aldermen, Charles Almy, James H. Mendall, Thomas Willcox, Jacob L. Porter, Simpson Hart, Alanson Williston.

1857.—Mayor, George H. Dunbar. Aldermen, Sherman White, Hiram Van Campen, Thomas Willcox, John A. P. Allen, Elisha Thornton, jr., Henry T. Wood.

1858.—Mayor, George H. Dunbar. Aldermen, Sherman White, Calvin Staples, Thomas N. Allen, Joseph Brownell, John Hicks, Henry T. Wood.

1859.—Mayor, Willard Nye. Aldermen, Sherman White, Calvin Staples, Cyrus W. Chapman, John Hastings, John Hunt, Henry T. Wood.

1860.—Mayor, Isaac C. Taber. Aldermen, Joseph W. Cornell, James L. Humphrey, Nathan Lewis, John Hastings, John Hunt, William H. Reynard.

1861.—Mayor, Isaac C. Taber. Aldermen, Warren Ladd, James L. Humphrey, Nathan Lewis, John P. Barker, Matthew Howland, William H. Reynard.

1862.—Mayor, Isaac C. Taber. Aldermen, Warren Ladd, Bethuel Penniman, jr., Nathan Lewis, John P. Barker, Matthew Howland, William H. Reynard.

1863.—Mayor, George Howland, jr. Aldermen, Warren Ladd, George G. Gifford, Ambrose Vincent, John P. Barker, Matthew Howland, John H. Perry.

1864.—Mayor, George Howland, jr. Aldermen, Warren Ladd, George G. Gifford, Ambrose Vincent, John P. Barker, Matthew Howland, John H. Perry.

1865.—Mayor, George Howland, jr. Aldermen, Warren Ladd, Goorge G. Gifford, Joseph Knowles, Geo. F. Kingman, Matthew Howland, John H. Perry.

1866.—Mayor, John H. Perry. Aldermen, Caleb Hammond, Geo. G. Gifford, Joseph Knowles, George F. Kingman, John B. Baylies, Weston Howland.

1867.—Mayor, John H. Perry. Aldermen, Caleb Hammond, Joseph Buckminster, George G. Gifford, George F. Kingman, John B. Baylies, Samuel Leonard, jr.

1868.—Mayor, Andrew G. Pierce. Aldermen, Joseph H. Cornell, Ellis Perry, Elijah H. Chisholm, George H. Dunbar, John B. Baylies, Samuel Leonard, jr.

1869.—Mayor, Andrew G. Pierce. Aldermen, Joseph H. Cornell, Ellis Perry, Charles H. Taber, Elijah H. Chisholm, William H. Sherman, Isaac C. Sherman.

1870.—Mayor, George B. Richmond. Aldermen, Joshua W. Frost, Joseph Buckminster, George G. Gifford, Caleb L. Ellis, Humphrey W. Seabury, Isaac C. Sherman.

1871.—Mayor, George B. Richmond. Aldermen, Joshua W. Frost, Joseph Buckminster, George G. Gifford, Caleb L. Ellis, George Wilson, Samuel C. Hart.

1872.—Mayor, George B. Richmond. Aldermen, William Bosworth, Joseph Buckminster, Joseph Knowles, Caleb L. Ellis, Augustus H. Greene, Samuel C. Hart.

1873.—Mayor, George H. Dunbar. Aldermen, Joseph H. Cornell, Edward R. Milliken, Henry H. Fisher, Andrew G. Pierce, Frederick S. Allen, Thomas B. Tripp.

1874.—Mayor, George B. Richmond. Aldermen, William J. Kilburn, Joseph Buckminster, Joseph Knowles, Joseph R. Read, Augustus A. Greene, Soloman Chadwick.

1875.—Mayor, Abraham H. Howland, jr. Aldermen, William J. Norton, William T. Soule, J. Augustus Brownell, James D. Thompson, John B. Baylies, George R. Stetson.

1876.—Mayor, Abraham H. Howland, jr. Aldermen, Jonathan C. Hawes, William T. Soule, William G. Taber, J. Augustus Brownell, John B. Baylies, George R. Stetson.

1877.—Mayor, Alanson Borden. Aldermen, James E. Stanton, Savory C. Hathaway, James C. Stafford, John Hastings, George Howland, jr., Henry T. Wood.

1878.—Mayor, George B. Richmond. Aldermen, James E. Stanton, Savory C. Hathaway, Isaac W. Benjamin, John Hastings, Augustus H. Greene, Shearjashub T. Viall.

1879.—Mayor, William T. Soule. Aldermen, Otis A. Sisson, Eben C. Milliken, Isaac W. Benjamin, Andrew R. Palmer, William H. Sherman, Shearjashub T. Viall.

1880.—Mayor, William T. Soule. Aldermen, John Wing, John McCullough, Caleb Hammond, Thomas W. Cook, William H. Sherman, John P. Taylor.

1881.—Mayor, George Wilson. Aldermen, James E. Stanton, Isaac N. Marshall, James C Stafford, Thomas H. Knowles, Samuel C. Hart, William H. Besse.

1882.—Mayor, George Wilson. Aldermen, John Wing, John McCullough, James C. Stafford, Atwood Holmes, Dana B. Humphrey, Thomas Donaghy.

1883.—Mayor, George Wilson. Aldermen, Andrew B. Hathaway, John McCullough, James C. Stafford, Stephen W. Hayes, Robert W. Taber, Thomas Donaghy.

1884.—Mayor, George Wilson. Aldermen, Andrew B. Hathaway, Benjamin F. Hathaway, jr., James C. Stafford, Stephen W. Hayes, Robert W. Taber, John P. Taylor.

1885.—Mayor, Morgan Rotch. Aldermen, Benjamin Dawson, Chas. W. Coggeshall, Benjamin F. Brownell, Edward T. Pierce, Wendell H. Cobb, Edwin Dews.

1886.—Mayor, Morgan Rotch. Aldermen, Benjamin Dawson, Chas. W. Coggeshall, Benjamin F. Brownell, Edward T. Pierce, Wendell H. Cobb, Edwin Dews.

1887.—Mayor, Morgan Rotch. Aldermen, Simeon Hawes, Charles W. Coggeshall, Charles S. Ashley, Edward T. Pierce, Wendell H. Cobb, Monroe Holcomb.

1888.—Mayor, Morgan Rotch. Aldermen, James E. Stanton, Charles W. Coggeshall, Charles S. Ashley, Stephen A. Brownell, Wendell H. Cobb, Monroe Holcomb.

1889.—Mayor, Walter Clifford. Aldermen, Luther G. Hewins, jr., Charles F. Shaw, Benjamin F. Brownell, Edward T. Pierce, James Delano, John Welch.

1890.—Mayor, Walter Clifford. Aldermen, Luther G. Hewins, jr., Charles F. Shaw, Benjamin F. Brownell, Stephen A. Brownell, James Delano, Ezekiel C. Gardiner.

FOLLOWING IS A TABLE SHOWING THE COST OF SEVERAL OF THE PRINCIPAL DEPARTMENTS OF THE CITY GOVERNMENT, THE CITY DEBT, ETC., COMPILED FROM THE RECORDS, BY GEO. W. PARKER. It is inserted chiefly for its value for reference.

Year.	Gross Receipts.	Gross Expenditures.	Schools.	Poor.	Streets.	Paid on Public Debt.	Police Dept.	Fire Dept.	Sewers.
March 31, 1848	$ 78,872.81	$ 71,283.55	$ 20,571.17	$ 9,322.35	$ 10,176.14	$4,934.37	$ 2,768.37	$ 7,927.50	
" 1849	89,578.70	89,339.53	24,658.62	13,907.63	14,398.71	4,657.04	3,810.00	8,540.82	
" 1850	100,625.35	100,027.58	22,754.80	11,688.17	10,471.30	4,883.68	3,806.28	10,275.46	
" 1851	95,008 27	93,202.09	24,992.15	9,508.58	13,275.62	4,405.26	4,179.47	7,924.43	
" 1852	112,335.18	98,532.63	30,774.19	11,634.43	16,963.75	4,242.11	5,838.40	7,225.60	
" 1853	163,392.81	170,541.18	37,297.35	13,261.98	25,387.08	3,820.44	6,207.29	9,731.94	$ 17,338.08
" 1854	244,856.97	257,103 06	40,347.29	18,216.62	26,698.87	6,782.70	7,788.64	9,239.67	15,982.92
" 1855	255,219.66	253,804.03	35,698.71	14,863.50	39,563.08	12,128.92	10,712.28	24,863.96	20,918.22
" 1856	381,894.65	381,510.13	49,939.34	15,899.40	41,237.58	14,605.13	9,949.77	18,213.44	11,761.65
" 1857	421,631.96	417,969.37	49,530.86	14,291.71	43,620.91	22,253.92	10,791.52	14,675.22	11,684.81
" 1858	400,673.22	402,698 23	47,924.26	19,540.76	59,203.39	19,906.56	14,301.43	16,488.91	14,455.24
" 1859	404,939.93	403,358.48	46,337.42	19,070.03	31,697.59	31,102.82	14,518 91	13,349.15	47.85
" 1860	373,914.74	374,271.18	45,339.60	20,431.74	37,944.41	12,901.15	6,702.58	13,904.49	
" 1861	316,000 89	320,003.34	43,590.09	24,161.98	38,805.06	30,616.00	14,501.57	19,291.18	1,888.40
" 1862	339,256.49	323,413.77	40,054.33	27,498.92	22,462.06	29,976.50	14,413.45	12,255.87	
" 1863	485,054.66	496,087.53	32,154.59	21,632.98	27,717.40	33,013.00	11,191.54	12,109.79	
" 1864	401,694.22	405,804.79	39,617.01	22,382.37	15,098.77	41,421.50	11,751.97	11,542.10	
" 1865	539,803.65	541,823.03	40,193.40	24,458.66	20,128.85	40,562.00	13,478.62	11,840.85	
" 1866	430,841.55	408,456.06	51,379 95	30,991.45	21,853.91	38,990.50	13,833.65	19,531.15	
" 1867	468,454.64	451,266.38	51,421.81	28,900.50	32,281.44	42,049.00	16,753.55	19,053.84	4,751.38
" 1868	385,926.54	389,734.34	56,598.94	30,074.47	29,879.14	43,341.50	16,776.39	20,485.17	1,399.96
" 1869	561,818.69	582,440.49	62,289.56	31,170.14	40,782.46	51,570.00	17,320.86	18,678.19	
" 1870	778,889.28	791,396.45	62,392.47	30,601.16	41,191.92	67,650.50	19,440.76	16,801.50	24,372.49
" 1871	848,235.00	803,266.50	62,862.05	33,259.91	88,569.63	63,639.00	18,495.12	19,927.01	10,552.00
" 1872	704,252.06	731,902 57	68,819.90	33.040.69	41,505.26	70,326.33	18,622.75	17,402.15	32,146.17
" 1873	891,654.30	790,115 39	69,940.18	38,924.48	47,206.18	72,995.00	18,897.00	19,710.47	24,058.50
" 1874	760,246.70	784,537.87	71,442.75	39,415.04	46,192.56	81,884.81	19,291.50	26,264.42	11,239.83
" 1875	794,822.88	798,521.28	77,715.09	41,321.52	68,029.69	85,026.00	19,302.75	21,082.72	5,386.86
" 1876	924,637.77	921,881.89	78,528.76	49,077.19	84,630.42	92,137.64	36,841.30	25,119.35	5,012.05
" 1877	959,625.42	967,245.87	81,376.53	51,442.69	62,408.27	99,562.11	33,718.32	22,357.40	199.54
" 1878	753,605.15	756,826.50	84,119.31	51,796.54	55,165.78	106,217.17	33,383.11	27,256.55	5,758.69
" 1879	620,652.60	636,293.50	75,341.15	44,696.84	43,668.08	99,070.50	30,328.16	24,909.57	3,645.56
" 1880	707,737.55	796,229.94	71,430.37	43,493.22	62,806.92	111,136.00	38,104.51	25,239.66	4,094.75
" 1881	730,636.70	733,015.82	61,504.70	34,893.81	72,690.22	94,326.00	33,764.37	21,427.88	6,366.49
" 1882	940,931.73	914,150.69	76,866.07	42,567.08	71,813.85	84.803.00	39.357.44	24,386.21	63,314.82
" 1883	926,823.36	949,690.46	77,565.61	47,504.83	86,049.34	109.049.00	39,576.85	26,468.86	28,427.54
" 1884	919,029.53	927,021.54	86,888.90	46,183.43	85,701.69	105,026.00	42,903.08	30,383.79	38,548 07
" 1885	1,111,959.46	1,077,194 10	94,301.93	47,123.65	84,360.63	108,296.00	44,259.97	37,410.54	27,864.55
" 1886	991,153.06	1,010,809.44	91,375.84	50,741.29	89,636.65	105,426.00	48,226.72	30,054.99	26,856 49
" 1887	1,007,063 02	1,112,916.38	98,575.50	44,650.35	90,256.23	105,478.50	49,025.23	30,490.00	52,991.58
" 1888	1,264,778 71	1,251,284.92	100,033.05	42,616.96	91,493.75	116,379.17	49,436.05	30,898.88	59,433.89
" 1889	1,240,258 53	1,217,977.88	106,292.89	40,543.55	103,895.66	116,112.11	61,700.45	38,876.18	60,759.47
" 1890	1,324,668.28	1,338,867.91	113,410.19	41,641.44	97,521.73	124,750.86	65,098.36	37,313.53	64,451.07
" 1891	1,582,106.21	1,593,072.82	121,410.94	39,520.80	145,845.75	137,520.59	70,232.54	50,397.15	127,188.06

Gross Indebtedness 1891, $1.526,000. Value of Public Property 1891, $2,343,800.

1891.—Mayor, Charles S. Ashley. Aldermen, John Wing, Henry C. Hathaway, Wendell H. Cobb, Stephen A. Brownell, James Delano, Ezekiel C. Gardiner.

1892.—Mayor, Charles S. Ashley. Aldermen, Allen Russell, jr., Henry C. Hathaway, Charles H. Brownell, Stephen A. Brownell, William H. Sherman, William H. Rankin.

CHAPTER XXI.

TOWNS ADJOINING NEW BEDFORD.

Original Territory of Dartmouth — The Act of Separation — Fairhaven — Westport — Dartmouth — Acushnet.

THE history of the towns which were originally a part of the township of Dartmouth is necessarily interwoven with that of the city of New Bedford. The foregoing pages of this work have dealt, therefore, with the history in which all these towns have shared. It remains to briefly chronicle the important events which have occurred during the years subsequent to the separation of these towns from the old township.

In 1787 Dartmouth, which then included the present territory of Acushnet, Dartmouth, Westport, Fairhaven, and New Bedford, was divided into three town organizations, namely, Dartmouth, Westport, and New Bedford. The domain now included in the town of Fairhaven was a part of New Bedford. It is not necessary to rehearse the causes that led to their separation from each other, as these causes have been dwelt upon in former pages, and the reader is already familiar with the political and local events indicating the existence of a strife that began in the period of the Revolution, and which continued to the commencement of the second war with England. It was the violent political agitation incident to the latter contest that precipitated the separation into distinct townships. The act of separation was passed by the General Court, February 22, 1812, a few months prior to the declaration of war.

The early records of the town of Fairhaven were destroyed in the great gale of 1815; and not until the year 1816 can there be found any list of town officers. The board of selectmen for that year consisted of Bartholomew Aiken, James Taber, and Joseph Wheeden. A complete list of the selectmen who have served the town down to the present time will be found in the appendix. Like New Bedford, Fairhaven was devoted to the prosecution of the whale fishery, and the town grew and prospered during the palmy days of the enterprise. Its wharves were centers of activity in fitting out the fleet of whaling vessels, and the people found profitable employment in the ship-yards, shops, and warehouses. Scores of its citizens became officers and seamen, and their ships brought home profitable returns. The little village grew apace; and the comfortable homes now scattered throughout the town are the visible results of the labors of the people upon the ocean. The importance of the whaling industry is seen in the fact that in 1837 there were thirty-seven vessels belonging to Fairhaven, employing a capital of $950,000, and nearly one thousand men. In 1858 the fleet numbered forty-eight vessels, and their voyages were very profitable. The succession of returning vessels and the refitting of them for new voyages made the village teem with enterprise and thrift. Statistics show that from 1832 to 1861 there were from eight to sixteen vessels which returned to Fairhaven each year from whaling voyages. The success of this industry was contemporary with that of New Bedford, and so was its decline and final abandonment.

While Fairhaven has not introduced manufacturing industries to a very large extent, yet many of its later enterprises have prospered, and the town has grown in population. It is to-day one of the most beautiful and picturesque in New England. There is little to record in its history during the years that followed its incorporation. Its development has been similar to that of many of the seaport towns of this section of the country—a gradual and steady growth in which has been developed all that makes them delightful abodes of comfort and refinement. It is only necessary to note some of the more interesting and important events that belong to Fairhaven's later history.

In the great gale of 1815 the village suffered much. The tide rose to a great height, inundating the lower part of the town. Several store-

houses on the wharves were carried away, and many houses were injured.

The town meetings were held at the Head-of-the-River during the early years of the village; but about 1832 they began to be held in the Academy building which is still standing. Its distance from the northern part of the town, however, made it inconvenient for many voters; and so a new town-house was erected in 1843, on land near the Woodside Cemetery. This town-house was destroyed by fire in 1848.

The decade following the year 1832 was marked by an increase in the number of streets opened and of buildings erected—a legitimate result of the prosperity that attended the whaling industry. Many highways were improved, sidewalks laid and curbed, and other public improvements carried out. In 1850 the Riverside Cemetery, one of the most beautiful for location and natural scenery in this vicinity, was presented to the town by Warren Delano, an honored descendant of one of the old families of the town.

In 1854 the Fairhaven Branch Railroad was opened, connecting with the Cape Cod Railroad, thus giving a direct route to Boston. Previous to this date passengers were carried by coach to the New Bedford and Taunton Railroad. A steam ferry plied for many years between Fairhaven and New Bedford, and continued until the street railway was put in operation in 1872.

The civil war brought to Fairhaven its legacy of depression, disaster, and mourning. The decrease of the whale fishery at that time added to the general discouragement, and the condition of affairs was almost hopeless. The calls for defenders of the American Union found a response in the hearts of the people, and an honorable list of names is recorded in the annals of the civil war belonging to the town. In the Riverside Cemetery stands a monument in granite, erected to the memory of the loyal dead of Fairhaven.

In spite of all discouragements the town has not only held its own, but it has continued to grow in proportions and in beauty. The increased facilities for travel have brought employment near at hand; and its sightly places have been secured by many well-to-do citizens and former dwellers. The Fairhaven Improvement Society, organized in 1885, has done effective work in beautifying the village and in saving

many of its attractive natural features, and has made them seductive spots to the many visitors who frequent the locality in summer. The good offices of the society continue in a vigorous life which is sure to produce further beneficent results.

The town has received many aids from its sons who gratefully remember their place of birth, and who hold in precious regard the memories that cluster about the town. Among those is one whose benefactions are deserving of the broadest recognition, and whose generous gifts to his native town will ever remain fruitful sources of instruction and help to the present and to coming generations.

Henry Huddleston Rogers was born in Fairhaven, January 29, 1840. His early education was obtained in the public schools of the town, and he was graduated from the High School April 11, 1856. In 1861 he removed to the oil regions of Pennsylvania, where for several years he was occupied with pursuits incident to the development of that remarkable industry. It is an interesting fact that his subsequent good fortune came from the very enterprise that had, to a large degree, served to destroy the great industry of his native town. He removed to New York city in 1868 and was further engaged in the petroleum business with the late Charles Pratt, under the name of Charles Pratt & Co. A few years later the affairs of the firm were associated with those of the Standard Oil Company, of Ohio. In 1882 the combined business of the two concerns, with that of others of a kindred character, was united by an agreement which placed the properties of the whole under control of a board of trustees. This was known as the Standard Oil Trust, and Mr. Rogers was one of the board of trustees. He now occupies numerous positions of honor and trust connected with financial institutions, banks, and railroads. His permanent home is in New York city, but he has a summer residence on Fort street, in Fairhaven village.

Mr. Rogers has always maintained a deep and abiding interest in his native town, and has made and continues to make practical demonstrations of his sincere regard for the place. In 1885 he presented to the town the Rogers School building, which is thoroughly equipped with all modern appliances for educational purposes. His children are erecting the Millicent Library building, as a memorial of their deceased sister, Millicent Gifford Rogers. The structure is now approaching comple-

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Henry Hattleston

tion and when finished will be a beautiful as well a most useful addition to Fairhaven. A town hall is also in progress of erection, which is to be the gift of Mrs. Rogers. These benefactions demonstrate the regard felt by Mr. Rogers for the town, as well as his practical sagacity in doing that which is certain to bring the greatest possible good in the future.

While occupying a position in the foremost rank of financial men of the country, Mr. Rogers retains and exhibits his inborn democratic nature in all his intercourse with his friends and neighbors in Fairhaven. He is genial and approachable at all proper times and commands the utmost good will and respect of all intelligent citizens of the town.

The ecclesiastical history of Fairhaven dates back to the earliest years of the Dartmouth township, and many interesting events relative to the church detailed in former pages are connected with families whose descendants are prominently associated with present church organizations. The First Congregational Church was organized about 1794, and its first meeting-house was erected on the site now occupied by the Phœnix building, on the northeast corner of Main and Centre streets. The belfry and some other portions of the present building were part of the original edifice. In 1844–45 the society erected the brick edifice which is now occupied by them. Rev. Harvey B. Greene is the present pastor.

The Washington Street Christian (Unitarian) Church was organized in 1832, and the present edifice was dedicated in the same year. The society was in existence several years prior to this date and worshiped in the Academy Hall. Rev. Don C. Stevens is the pastor.

The Methodist Episcopal Church began its existence when its first meeting-house was erected and dedicated in 1830. A permanent organization was effected in 1832. In 1849 the society purchased the edifice left vacant by the Centre Congregational society. (The latter organization consisted of a number of persons who in 1841 withdrew from the First Congregational Church, and erected this building.) The original building owned by the Methodists still stands. It has for many years been owned by the town and is used for the High School. Rev. N. C. Alger is now the pastor.

The Second Advent Society was the outgrowth of a series of meetings held in 1842, by adherents of that faith. The meetings were held in private houses and in Fountain Hall. About 1866 the society was

permanently organized, and the present house of worship, formerly Sawin's Hall, was purchased.

The Friends' meeting-house, built in 1849, is situated on Bridge street. The Society of Friends never had a strong foothold in the town, and but few families have been connected with this meeting Occasional services are held in the hall.

The financial interests of Fairhaven are well cared for by the Fairhaven National Bank, incorporated in 1831, and reorganized in 1864. Its capital is $120,000 and its present officers are Chas. H. Morton, president; Reuben Nye, cashier. The Fairhaven Institution for Savings was incorporated in 1832. George H. Taber is now president and Chas. H. Morton treasurer.

The American Tack Company, which has been a flourishing organization since its incorporation in 1867, has been merged with other kindred industries, located in other cities, into the Atlas Tack Corporation. It continues to do a thriving business, and is now the most important manufacturing industry in the town.

The *Fairhaven Star*, a weekly newspaper published by C. D. Waldrom, was established in 1879, and is a sprightly sheet and ably conducted.

The fire department is well organized and has one steam fire engine and other modern apparatus.

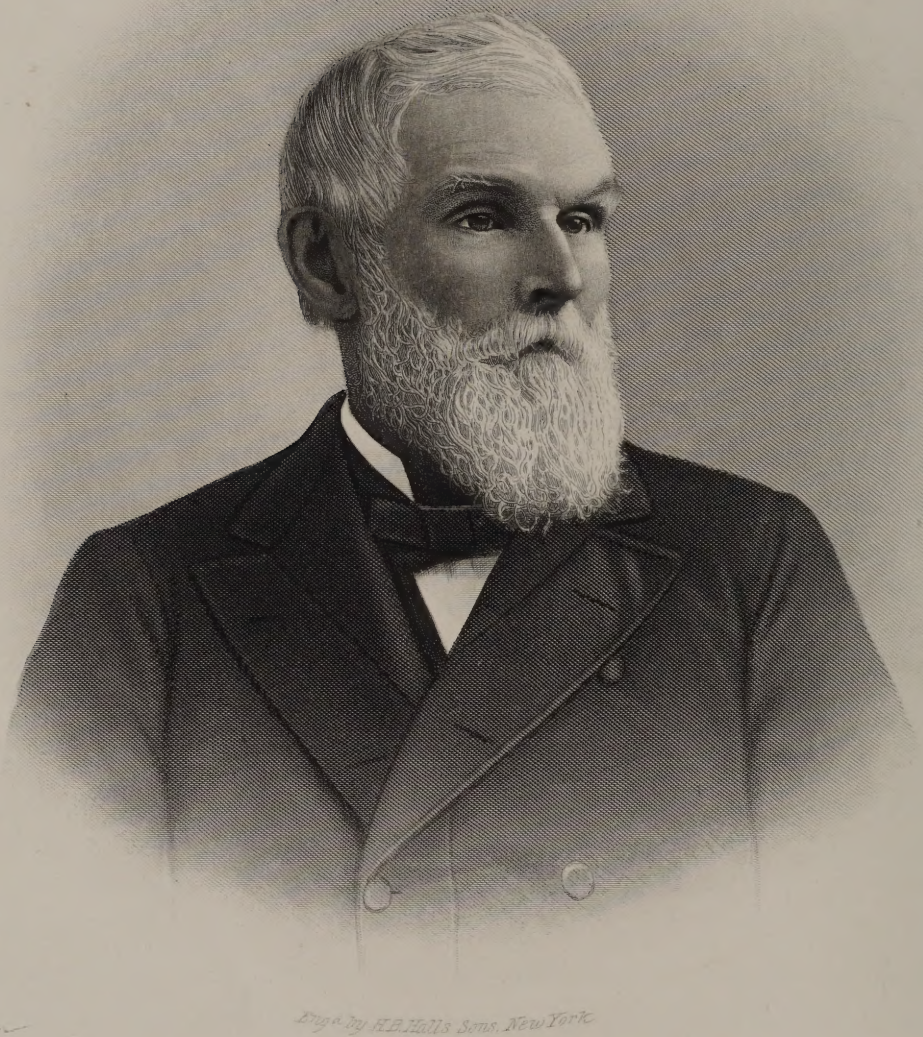
The marine railway is an important factor in the maritime affairs of the town. Its convenient facilities are in constant use in the season by the scores of vessels and yachts that visit the harbor.

Boat building is carried on to a limited degree.

The public schools of Fairhaven are sufficient in number, and are well conducted. The addition of the Rogers School gives the town advantages for the instruction of youth that are unsurpassed by those of many New England towns.

WESTPORT.

The territory of this town, once a part of the township of Dartmouth, was separated into a distinct township in 1787. Its previous history is substantially told in the early chapters of this book, as it was a part of



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George H. Taber

old Dartmouth. The first town meeting of Westport was held August 20, 1787, when William Almy, Richard Kirby, and Edward Borden were chosen selectmen, and Abner Brownell, town clerk. Other officers were chosen, and the machinery of local government was put in operation, which has continued without change for more than a century. The Indian name of this town was Acoaxet. Its early people were of the true New England type who made Dartmouth famous in the early days for its sturdy character and rigid adherence to the principles of true liberty and of religious freedom.

The boundary lines of Westport bear such relations to the other parts of the county as to preclude its growth into a manufacturing center. At one time the town was engaged somewhat in maritime pursuits. It was from an early date interested in the whaling industry, grew and prospered with its development, and with its decline settled down into one of the most delightful villages in southern Massachusetts. Its people are well-to-do, its farms broad in extent and productive, and its shores afford good harbors. Its natural advantages as a summer resort have found a just appreciation, and its sea cliffs are dotted with cottages and summer homes.

The principal villages of the town of Westport are Westport Factory, Head-of-Westport, and Westport Point. At the first named place is situated the Westport Manufacturing Company, the only important manufacturing plant in the town. It has been in operation many years and has given employment to a large number of persons. Its products are carpet-warp, twine, cotton-batting, wicking, etc.

Head-of-Westport is situated at the head of the east branch of Westport River and is largely devoted to agriculture.

Westport Point is situated in the southern part of the town between the east and west branches of the river. It was at one time engaged in the whaling industry, and many vessels were owned there and sailed from the port.

The church organizations of the town are as follows: The First Christian Church at Westport, organized about 1823-5; the Second Christian Church, at South Westport, organized in 1838; the Third Christian Church, at Westport, organized in 1839; and the Third Christian Church, at Brownell's Corner, organized in 1843. The his-

tory of the Society of Friends dates back to the middle of the last century (1766), when it was set apart from the Dartmouth Monthly Meeting under the name of Acoaxet Monthly Meeting. Its present meeting-house was built in 1814. The Pacific Union Church was organized in 1858.

In the civil war the town of Westport responded to the calls for defenders of the Union and sent 250 of its citizens into the service.

DARTMOUTH.

In the division of the township of Dartmouth in 1787, the present town of Dartmouth inherited the name and retained the largest section of the original territory. The Pascamanset River, which rises in the extreme northern part of New Bedford, winds through the entire length of Dartmouth and empties into Buzzards Bay. The principal villages of the town are Smith Mills, Russell's Mills, Padanaram, and the summer resort at Nonquitt.

Like its sister towns, Dartmouth is largely devoted to agriculture, and valuable farms are scattered throughout its territory. In former days the whaling industry was prosecuted to a considerable extent, and, when the business was in its most vigorous condition, Dartmouth had a fleet of about a dozen vessels engaged in it. Its interest in the industry was not confined to these, as its capital was largely employed in New Bedford ships, and many of its citizens were officers and seamen connected with them.

The first manufacturing industry was established in the original township, at Russell's Mills, by Ralph Russell, one of the earliest settlers. He came from England and erected an iron forge at that point, which received its name from him. The village is situated on the east side of Slocum's River, and its vicinity is noted for the beauty of the scenery.

Among the historic spots within the town limits is Russell's Garrison, which has been described in earlier pages. There John Russell was born during the early trouble with the Indians, the inhabitants having fled to the shelter of the garrison for safety.

The first meeting-house of the Society of Friends was built in 1699, on the same site now occupied by the one at Apponagansett. The First

Christian Church, at Hixville, was organized in 1780, by Elder Jacob Hix, of Rehoboth, and his brother, Daniel Hix, was installed as the first pastor in 1781. The Congregational Church at Padanaram village was organized in 1807. Its first pastor was Rev. Daniel Emerson, who died soon after his installation. The South Dartmouth Baptist Church was organized in 1831, but the meeting-house has now been closed for several years. The Second Christian Church in the town is located at Russell's Mills and was organized in 1836. The Methodist Episcopal Church at the head of Apponagansett River, was organized in 1838. Rev. James D. Butler was the first pastor. The church is now under the care of the Allen Street M. E. Church in New Bedford. Smith Mills Christian Church was organized in 1838; and the Christian Church at Bakerville was organized in 1865.

A beautiful library building, the gift of the late John H. Southworth, was erected in South Dartmouth village and dedicated February 1, 1890. It is furnished with a creditable library and is destined to be of permanent value to the town.

The shores of Dartmouth are dotted with cottages, which are the summer homes of many who find health and pleasure in ocean breezes and in the fishing and bathing facilities which have given the locality a wide reputation.

ACUSHNET.

When the town of Fairhaven was set off from New Bedford in 1812, the territory now included in Acushnet was a part of its domain. It so remained until the year 1860, when, after several years of agitation, a division of the town was finally made, and an act incorporating the town of Acushnet was passed by the General Court February 13, 1860. The first town meeting was held March 14, when Cyrus E. Clark, Benjamin Wilson, and Benjamin White were chosen selectmen, assessors, and overseers of the poor. Like the other towns that were once a part of ancient Dartmouth, the early history of Acushnet has already been given in preceding chapters of this volume. The business of the town is largely agricultural, though there are several saw-mills that turn out large quantities of box boards and shingles. The stream that enters the Acushnet River supplies power for a number of these mills. In early

years of the town's history there was a factory on this stream, in which Joseph Rotch and Job Eddy made the first bed-ticking manufactured by water-power in this country.

In the prosperous days of the whale fishery, the manufacture of whale boats was carried on here by Ebenezer Leonard. Hundreds of these boats were brought on trucks, six miles, to New Bedford.

The pleasant Acushnet village has steadily enlarged its borders, new highways and residences have multiplied, and it would seem that with the steady growth of New Bedford to the northward, not many years will elapse before both will be united in one compact city. The Acushnet of the past is rich in historic associations; and the town will ever hold in memory its important relations to the romantic traditions of the township of Dartmouth. It was Acushnet village that gave Dr. Samuel West to the country in the American Revolution, one of the greatest men of the times; and many other historic names are found in the lists of Revolutionary soldiers from Dartmouth. One of the most ancient and interesting burial grounds in this section is the Acushnet Cemetery. It is the resting place not only of the early settlers of Dartmouth, but of some of those of the Plymouth Colony. This cemetery has within a few years been cleared up, avenues and foot-paths have been opened, and trees and shrubbery trimmed. From the cemetery is afforded a fine prospect of the beautiful scenery that borders the banks of the Acushnet River.

The churches in Acushnet are as follows: The Congregational, Rev. E. C. Fellows, pastor; the Methodist Episcopal, Rev. E. D. Gurney, pastor; a second Methodist Episcopal, at Long Plain, Rev. A. S. Weeks, pastor; and the Friends' Meeting, also at Long Plain. There are also places of worship at "Perry Hill," known as Clifford Chapel and Whelden Chapel.

CHAPTER XXII.

THE WHALING INDUSTRY.

Beginning of the Industry — Early Whale Fishing in Massachusetts — Orders and Rules Governing the Fishing — The Industry at Nantucket — The First Sperm Whale — The Havoc Made by French and Spanish Privateers — Founding of the Industry at Dartmouth — Log Book of the *Betsey* — Expenses of Fitting Out — Records Previous to the Revolution — Unjust Restrictions — Burke's Defence of the Whalers — The British Invasion — Re-establishment of the Industry by the Rotch Family — Prosperity — The War of 1812 and its Discouraging Effects — Rapid Increase of Vessels and Financial Success of the Industry up to 1858 — Effect of the California Gold Discovery on Whaling — Petroleum — The War of the Rebellion and the Losses Occasioned by it — Renewal of Whaling after the War — The Disaster of 1871 — The Calamity of 1876 — The First Sperm Whaler — Thrilling Experiences — Hon. Weston Howland's Account — Incidents — Profitable Voyages.

IT is recorded that the Biscayans pursued whale fishing during the fifteenth century, and that towards its close they employed a fleet of fifty or sixty vessels. At the period when Columbus discovered America the English and Dutch were engaged in the fruitless attempt to reach India by a northeast passage. These bold navigators "in heretofore penetrating the icy regions met with vast numbers of whales, undisturbed for centuries in the peculiar and exclusive seas, tame, sluggish, and disposed to yield as ready captives to the intruder. The navigators determined to unite profit with pleasure, and although they might fail in obtaining, by their imagined passage, the spices of India, to bring home, at least, in their vessels the product of the bear, the walrus, the seal, and the whale. From being only the incidental, these soon became the principal objects of these hazardous voyages, and the high hopes of men, panting for the lofty names of discoverers, were merged in the arduous toils of catching whales for profit." [1]

In 1610 the English sent out their first vessel specially devoted to the whale fishery. This was soon followed by fleets of vessels from London and Amsterdam. Then the Spanish and French became in-

[1] William Scoresby, jr., 1820, *American Review.*

terested in the enterprise, and the industry grew and developed. Long before the settlement of Plymouth Colony, in 1620, the whale fishery was pursued by the Indians along the coast of New England. They ventured from its shores in their frail canoes, and with their rude harpoons captured these monsters of the deep. Among the Montauk Indians the most toothsome offering to their deity was the fin or the tail of the whale; and the Greenlander's idea of heaven, according to Father Hennepin, was a "place where there would be an immense caldron continually boiling, and each could take as much seal blubber, ready cooked, as he wanted." It is recorded that Capt. John Smith in 1614 found whales so plenty along the coast, that he abandoned for a time his intended enterprise of discovery, and for a time pursued the whales. In the journal of Richard Mather, who came to Massachusetts Bay in 1635, he says that when near New England he saw "mighty whales spewing up water in the air, like the smoke of a chimney, and making the sea about them white and hoary, as is said in Job, of such incredible bigness that I will never wonder that the body of Jonah could be in the belly of a whale." In the settlement of the colonies in Massachusetts, it was one of the important considerations that a convenient place was afforded for the pursuit of fisheries. The charter of Massachusetts made grants to certain persons, authorizing them to catch "all fishes, royal fishes, whales, balan, sturgeon, and other fishes of what kinde or nature soever that shall at any time hereafter be taken in or within the saide seas or waters," etc.[1]

Among the early questions that arose in both the Plymouth and Massachusetts Bay colonies was that in regard to the drift whales that frequently came ashore. The colonial government claimed a portion,

[1] Another ancient prerequisite belonging to the Queen Consort, mentioned by all old writers, and therefore only worthy of notice, is this; that on the taking of a whale on the coast, which is a royal fish, it shall be divided between the King and Queen, the head only being the King's portion, and the tail of it the Queen's. The reason of this whimsical division, as assigned by our ancient records, was to furnish the Queen's wardrobe with whalebone. — 1 *Blackstone's Com. Bk.* 1, *Ch.* 4. *page* 222.

X. A tenth branch of the King's ordinary revenue, said to be grounded on the consideration of his guarding and protecting the seas from pirates and robbers, is the right to *royal fish*, which are whale and sturgeon; and these, when either thrown ashore or caught near the coast, are the property of the King, on account of their superior excellence. Indeed, our ancestors seem to have entertained a very high notion of the importance of this right, it being the prerogative of the Kings of Denmark and the Dukes of Normandy, and from one of these it was probably derived to our Princes.— 1 *Blackstone's Com. Bk.* 1 *Ch.* 8, *page* 290.

and divided with the town and the finder of the whale. This matter produced much dissatisfaction among the early settlers, especially in the towns on Cape Cod. The troubles were brought to an end by an agreement that the finders should "pay to the country 2 bbls. of oyle" from each whale.

In 1662 the town of Eastham voted a portion of stranded whales on their shore for the support of the ministry. It is certain that the colony of New Plymouth found the whaling industry a source of profit, and the business assumed such importance as to demand the appointment of inspectors of whales in 1690. The rules adopted provided "that all whales killed or wounded, and left at sea, should be reported to the inspectors, giving marks, time, place, etc.; all whales brought or cast ashore, were to be viewed by them, and all questions or disputes were decided by them." From the best authority (Starbuck), it is safe to assert that the first organized whaling prosecution of the American whale fishing was made along the coast of Long Island. In 1644 the town of Southampton was divided into four wards, and eleven persons in each were assigned the duty of attending to the drift whales cast ashore. Two persons, who received a double share, were employed to cut up the whale; and every inhabitant, with his child or servant, who was above sixteen years of age, shared in the division. A new feature of the prosecution of whale fishing was developed a few years later; expeditions were formed of several boats that went together for a few weeks' voyage, sharing in the labors, dangers, and profit. An interesting record is found in the archives of Massachusetts that alludes to the sperm whale. It is a petition dated August, 1688, from Timotheus Vanderuin, commander of the brigantine *Happy Return*, of New York, to Governor Andros, praying for "License and Permission, with one Equipage Consisting in twelve marines, twelve whalemen, and six Dinners— from this port, upon a fishing design about the Bohames Islands And Cap florida for sperma Coeti whales and Racks: And so to return for this Port." This we believe, is the first historic allusion to this particular specie of the whale.

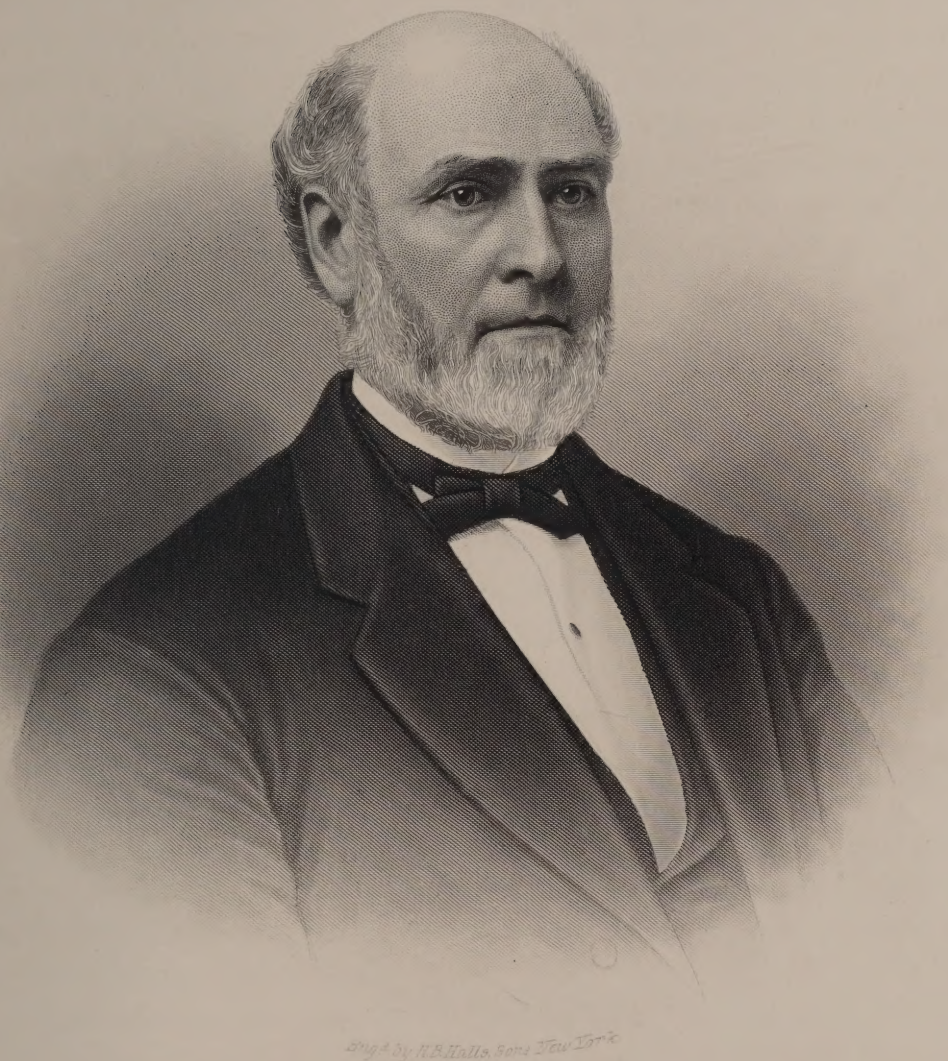
Macy, in his history of Nantucket, says that the first whaling expedition from that island, was undertaken by some of the original purchasers. A whale came into the harbor and continued there for three days.

The event caused great excitement among the people, who devised means for its capture. They caused a harpoon to be made, and with it they attacked the monster and killed it. This success gave them encouragement, and led to the permanent establishment of the business on the island. Anxious to become efficient, they sent to Cape Cod for one Ichabod Paddock, to instruct them in the best methods of killing whales and obtaining oil. Many interesting records have been collected concerning the whale fishing at Martha's Vineyard.[1]

The methods of catching whales were the same that were employed in the other places mentioned. This is indicated from a record of November, 1652, when Thomas Daggett and William Weeks were chosen "whale cutters for this year." The following year "it was ordered by the town that the whale is to be cut out freely, four men at one time and four at another, and so every whale beginning at the east end of the town." In 1690 Mr. Sarson and William Vinson were selected by those entitled to shares in the whales that were cast on the shores of Edgartown "to oversee the cutting and sharing, they to have as much for their care, as one cutter."

At the beginning of the eighteenth century the inhabitants of Nantucket gave this industry such attention as to rapidly develop a lucrative business. The situation of the island was favorable to the enterprise, whales being abundant in the vicinity, and it was not often that the fishermen were obliged to go out of sight of the island. The south shore was districted, and companies of six patrolled it, while from a mast erected on a high point, a lookout station was maintained for observing the spouting of whales. When one was captured, it was towed ashore, and after the blubber was cut and sliced, it was tried out in try-houses located on the beach. The first sperm whale caught by Nantucket whalemen was in 1712, when Christopher Hussey, cruising for right whales near the land, was blown off shore, and fell in with a school of this species of whale. He killed one of them and brought it home. This event was an important one in the prosecution of the whale fishery. Larger vessels were built and deep sea whaling was commenced. Voyages were made of from four to six weeks, and after filling a few hogsheads with blubber, the product of one whale, perhaps, the vessels returned home.

[1] Richard L. Pease, of Edgartown.



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The owners would take charge of the cargo, and at once send out the vessel on another voyage. In 1730 Nantucket had about twenty-five vessels of from thirty-eight to fifty tons burden, engaged in the fishery. At this period whaling was prosecuted, with varying success, at Provincetown, Sandwich, Eastman, and other towns on Cape Cod. The seasons from 1737 to 1740 were unfortunate ones, but few whales being captured, and the people were, in consequence, placed in straitened circumstance, many of them being without money or provisions. In 1741 the Provincetown fishermen were encouraged by the appearance of large numbers of blackfish and porpoises in the bay. They killed 150 porpoises and over 1,000 blackfish, yielding about 1,500 barrels of oil, which found a ready sale. At this time the French and Spanish privateers began depredations on English commerce. This checked the operations of whaling vessels, and many of them were captured.

Deep sea whaling at Martha's Vineyard commenced about 1738, continued for a few years without success, and was for a while abandoned. In 1748 the English parliament encouraged the American whale fishery by the passage of an act remitting duties on many articles necessary for its prosecution, and granting bounties. The enterprise, however, was pursued under great difficulties and dangers, for the privateers made sad havoc with the fleet. Their operations extended even into Long Island Sound, and several Nantucket whalers were captured. The continuation of foreign wars occasioned much distress among the people of New England, for the demands of England upon her colonies were many and hard to fulfill. It was the intolerant measures enforced at this period that gave birth to the spirit of resistance which culminated in the American Revolution.

Joseph Russell was the founder of the whaling industry in Dartmouth. From authentic sources it has been well established that as early as 1750 shore whaling was carried on here. It is evident that the modes used were like those in vogue on Cape Cod and Nantucket. Vessels were fitted out for voyages of a few weeks and returned with the blubber, which was tried out on the shore. If the reader will refer to the map, page 58, made by Rev. Ezra Stiles in 1762, he will notice that on the western shore of the Acushnet but one building is marked on the entire river front. Unquestionably this was the location of the

try-house of the Russells. It is certain that at this period several vessels were fitted from the harbors of Dartmouth. Ricketson's history of New Bedford contains an interesting account of a voyage of the sloop *Betsey*, of Dartmouth, 1761. These extracts from the log book reveal much that is valuable relating to the early methods used.

"Aug. 2d, 1761. Lat. 45° 54′, lon. 54° 57′, saw two sperm whales; killed one. Aug. 4th, lat. 44° 27′, lon. 51° 36′, sounded on the Grand Bank in 45 fathoms. Saw humpbacks. Aug. 6th, spoke with John Clasbury. He had got 105 bbls. Spoke with two Nantucket men. They had got one whale beween them; they told us that Jenkins and Dunham had got four whales between them, and Allen and Pease had got two whales between them. Lat. 42° 57.′ Sunday, Aug. 9th. Saw sperm whales. Struck two and killed them between us (naming their consort). August 10th. Cut up blubber into casks, filled 35 hhds.; our partner filled 33 hhds. Judged ourselves to be not far from the Banks. Finished stowing the hold. August 14th. Sounded. Got 45 fathoms. Tried for codfish, but got none. August 20th, lat 42° 2′ This morning spoke with Thomes Gibbs. Had got 110 bbls. Told us he had spoke with John Aiken and Ephraim Delano and Thomas Nye. They had got no oil at all. Sounded. Got no bottom. Thomas Gibbs told us we were but two leagues off the Bank. August 22. This morning saw a spermaceti and killed her. Saw a whale to leeward standing westward. August 23. Went to work on the head. Filled six hhds. Went on board Capt. Shearman and rafted blubber. August 28th. This morning saw a sloop. Spoke with her. It was Wilmot West. Had got 65 bbls. Saw a spermaceti. It set in foggy. Lost sight of him. Lat. 32° 22′. August 30. Saw a spermaceti, but could not strike her. Lat. 43° 14′. Aug. 31. Squally. Thunder and lightning. Saw spermaceti, plenty. Sept. 3. Saw a spermaceti spout. It set in thick and foggy. Sept. 3. This morning at 8 saw a spermaceti. Got into her two short warps and the tow iron. She drawed the short warps and the tow iron and ran away. In the afternoon came across her. Got another iron in, but she went away. Judged ourselves to be nigh the Banks. Sept. 5th, saw spermaceties; chased, but could not strike. Sept. 6th. Yesterday afternoon saw whales; struck one, but never saw her again. Sept. 7th, saw a school of spermaceties.

Capt. Sherman struck one out of the vessel and killed her. Brought her alongside of our vessel. Cut in her body. Lat. 43°."

September 17, they made the land and are supposed to have ended the voyage. The rest of the log is missing. The captain's name of the sloop *Betsey* does not appear, and no estimate is given of the oil taken.

This journal shows that sperm whales were taken near Newfoundland Banks, and that several vessels cruised about that ground as early as 1761. The following extracts are from the journal of a whaling voyage dated 1762, in the same handwriting as that of the preceding journal. The journal of the commencement of the voyage, and while they were on the cruising grounds for whales, is missing. The first date of the journal is September 2, 1762. At this date it appears they had sailed for home. The amount of oil obtained is not stated.

"Sept. 2, 1762. This day judged ourselves to be abreast of Cape Race. Spoke with Shubel Bunker and Benjamin Paddock. They told us that we were 15 leagues to the westward of the Bank. Sept. 3. Kept her W. by N. ½ N. Wind east; moderate, but a bad sea. Knocked down try works. Sept. 15. Spoke Henry Folger and Nathan Coffin; they judge they came off of Brown's Bank yesterday, and off George's this morning. Sept. 17. Made land, the highlands of Cape Cod." Here the journal ends.

The following is illustrative of what would be called a poor voyage in these days:

Settlement of Sloop *Betsey's* whale voyage, 1767.

Tuns	Bbls.	Gal.		£	*s.*	*p.*
8	6	2½	Body oil at £150 per tun,.....	1,313	17	6
1	7		Head matter at £200 per tun,.....	375		
				1,688	17	6
			Sundry charges for settling the voyage.....	56	19	8
				1,631	17	10
			Men's shares,.....	709	19	
				921	18	10
			Sundry bills against the ship for outfits,.....	1,140	12	1
			Leaving a loss to the owners of.....	218	13	3

Upon the back of the log we find some figures headed "What we owe Joseph Rotch & Sons for sloop *Betsey*," which throw some light upon the cost of fitting a whaler at that time:

	£	*s.*	*p.*
Before we began to fit for whaling	45	00	0
4 bbls. pork,	103	10	0
60 lbs. tallow,	15	00	0
60 lbs. butter,	20	10	0
1 towline,	53	00	0
45 bushels of corn,	50	12	6
3 cwt. of bread,	14	00	0
66 qr. of flour,	17	10	0
Leather and sundries,	15	00	0
Coffee, 1 cheese,	18	00	0
2 bushels of beans,	4	00	0
1 cwt. of cordage,	34	00	0
2 lbs. of twine and breeks,	11	18	0
	402	00	6

We then have the following additional memoranda of expenses:

	£	*s.*	*d.*
Tallman & Russell to 5 lbs. tea	10	12	6
Two pails, and 1 shovel and boards	9	10	0
Tabour, for mending boats	12	00	0
Richard Dilno and Abisha Dilno	22	10	0
Jonathan Smith and Sampson, blacksmith	35	00	0
Louden & Hudson	10	00	0
William Claghorn, sundries	134	00	0
David Shepherd, new cask	150	00	0
Sundries put in	40	00	0
John Slocum, sundries	238	00	0
Cheese	23	00	0
Jethro Hathaway, beef 166 lbs	14	00	0
	£1,100	13	0

In 1759 the sloop *Industry*, Isaiah Eldredge, master, probably of Dartmouth, was captured by a French privateer

It is evident that the whaling industry was prosecuted from Fairhaven prior to 1760, for it is recorded that in that year William Wood sold to Elnathan Eldredge, of the same town, a certain tract of land located within the present town of Fairhaven,[1] and within three-quarters

[1] Starbuck's History of Whale Fishery.

of a mile of the center of the town, on the banks of the Acushnet River, "always excepting and reserving . . . that part of the same where the Try house and oyl shed now stands."

In 1765 four sloops, the *Nancy*, *Polly*, *Greyhound* and *Hannah*, owned by Joseph Russell and William Tallman, were engaged in whale fishing. During this year a new whaling sloop from Dartmouth was run down and sunk by another whaleman from the same port. At this period most of the vessels fished in the Gulf of St Lawrence and Straits of Belle Isle.

In spite of the depredations of the French and Spanish privateers, the heavy claims made by the English government, and the disasters of the ocean, the whaling industry in Bedford increased. Whaling vessels belonging in Dartmouth in 1768 were commanded by Joseph Tripp, Benjamin Jenney, Salathiel Eldredge, Isaiah Eldredge and Fortunatus Sherman; in 1769, by Isaiah Eldredge, —— Delano, Joseph Tripp, James Coffin, Melatiah Pease, Lemuel Jenkins, Benjamin Dillingham, Fortunatus Sherman and Thomas Marshall; in 1770, by Isaiah Eldredge (in sloop *Tryall*), —— Delano, Seth Hamblin, Lazarus Spooner, Fortunatus Sherman, —— Dillingham and Joseph Tripp.

It is recorded that in 1770 the sloop *Deliverance*, Marchant, of Dartmouth, in two voyages this year took 360 barrels. John Claghorn, mate of a Dartmouth brig, was taken out of his boat by a foul line and drowned, the fourth brother in a family of six to lose his life in this way. The importance of the whale fishery during the years prior to the American Revolution is forcibly indicated in the statistics given—that there were annually fitted during the years 1770 to 1775 for the northern fishery about 200 vessels of 16,120 tonnage; for the southern fishery, about 146 vessels of 16,320 tonnage, employing 4,500 men; 45,890 barrels of sperm oil and 8,850 barrels of whale oil taken annually. This fleet was composed of whaling vessels that sailed from Nantucket, Wellfleet, Dartmouth, Lynn, Martha's Vineyard, Barnstable, Boston, Falmouth, Cape Cod, Swansea, Providence, Newport, Warren, Sag Harbor, New London and New York. From Dartmouth there were annually fitted, 1770–1775, eighty vessels of 6,500 tonnage; total number of seamen employed, 1,040; 7,200 barrels of sperm oil and 1,400 barrels of whale oil taken annually.

From these statistics it is plainly indicated that the whale fishery at Dartmouth was in a most flourishing condition. Such a thriving and growing business carried with it prosperity to the inhabitants. Every branch of mechanical art connected with the fitting of ships was in full operation. Vessels were built on the Acushnet and Apponegansett Rivers, and sail lofts, ropewalks, cooper-shops and wharves came into existence. Houses were erected to accommodate the scores of workmen employed. Streets were opened on which to locate these homes, and on the western slope of the Acushnet River, that had been comparatively an unbroken forest, arose the prosperous village of Bedford.

Mr. Ricketson says that "previous to the Revolutionary War a candle-house, the first in the place, was built by Joseph Russell; and Captain Chaffee, who had been engaged in manufacturing spermaceti in Lisbon, was employed by Mr. Russell at the then large salary of $500 per year. This building stood near the corner of Centre and Front streets, and was burnt by the British during the general conflagration of the place."

In 1775 there were forty or fifty vessels employed in the whale fishery that belonged to Dartmouth. They were about forty tons burden, and made two or more voyages in a year.

But this tide of prosperity was of short duration, and the fleet of whaling vessels was eventually destroyed or driven from the sea. In a former chapter I have spoken of the events of local interest that cluster about the battles of Lexington and Bunker Hill. Some of the deeds performed by Dartmouth, even before these notable events took place, have been recorded. With the advent of the American Revolution came the death of the whaling industry, not only in Dartmouth, but in all the New England towns that had been engaged in it. One of the main causes that led to the conflict with the mother country was the heartless cruelties inflicted upon those engaged in the whale fisheries of New England. The Boston port bill, the stamp act, tea tax and the other tyrannical measures, severe and outrageous as they were, were not more so than those imposed on the fishermen of the Atlantic coast. It is proper at this point to briefly notice a few of these.

The difficulties commenced as early as 1765, when a large portion of the whaling fleet operated in the Gulf of St. Lawrence and the Straits

Engd by A.H. Fatchie

Charles L. Wood

of Belle Isle. The *News Letter*, a paper printed in Boston, of date August 8, 1765, says that "the vessels employed in the Whale Fishery from this and the neighboring maritime Towns, amounting to near 100 sail, have been very successful this season in the Gulf of St. Lawrence and Straits of Belle Isle, having 'tis said, already made upwards of 9,000 barrels of Oil." This encouraging report was followed in the issue of the *News Letter* of August 22, by one that contained the orders of the governor of Labrador that placed restrictions upon the fishery. He ordered that useless parts of the whales captured be carried away three leagues from the shore, forbade the carrying of passengers from Newfoundland or the Labrador coast to any part of the Plantations, ordered the whaling vessels to leave the coast by November 1st and not to fish in any of the ports or coasts of Newfoundlannd between Point Rechi and Cape Bonavista. The order forbade any trade or intercourse with the French, and also prohibited all fishing on the coast except for whales. The latter order was a severe one, for it had been the custom of the whalemen to fish for cod when the catch of whales proved a failure. The result of these measures was that several vessels returned not only with no success, but reported that they had been ill-treated by some of the cruisers on the Labrador coast. An additional decree was issued in 1766 that vessels from the Plantations found to have any fish but the whale on board, would be seized and confiscated. This action drove the fleet from these seas, and they pursued their calling along the edge of the Gulf Stream, Western Islands, Cape de Verds and Brazil Banks. From time to time the new decrees were issued that hindered the whalemen in the prosecution of the fishing on the North American coast. In February, 1775, Parliament passed a bill restricting the trade and commerce of Massachusetts Bay, Connecticut, New Hampshire and Rhode Island to England, Ireland and British West Indies, and prohibiting the colonies from carrying on any fishing on the banks of Newfoundland, or on any other part of the North American coast. The bill was resisted by a minority of the House of Lords and Commons. It was during this debate that Burke made his eloquent defense of the colonies—an address worthy to be enshrined in the memory of every New Englander. Such praise from our ancestors is indeed a noble inheritance. "For some time past, Mr. Speaker," said Burke, "has the

Old World been fed from the New. The scarcity you have felt would have been a desolating famine if this child of your old age—if America —with a true filial piety, with a Roman charity had not put the full breast of its youthful exuberance to the mouth of its exhausted parent. Turning from the agricultural resources of the colonies, consider the wealth which they have drawn from the sea by their fisheries. The spirit in which that enterprising spirit has been exercised ought to cause your esteem and admiration. Pray, sir, what in the world is equal to it? Pass by the other parts and look at the manner in which the people of New England have of late carried on the whale fishing. Whilst we follow them among the tumbling mountains of ice and behold them penetrating into the deepest frozen resources of Hudson's Bay and Davis Straits; whilst we are looking for them beneath the arctic circle we hear that they have pierced into the opposite regions of polar cold; that they are at the Antipodes, and engaged under the frozen serpent of the South Falkland Island, which seems too remote and romantic an object for the grasp of national ambition. Nor is the equinoctial heat more discouraging to them than the accumulated winter of both the Poles. We know that whilst some of them draw the line and strike the harpoon on the coast of Africa, others run the longitude and pursue the gigantic game along the coast of Brazil. No sea but what is vexed by their fisheries. No climate that is not a witness to their toils. Neither the perseverance of Holland, nor the activity of France, nor the dexterous and firm sagacity of English enterprise ever carried this most perilous mode of hardy industry to the extent to which it has been pursued by this People, a People who are still, as it were, in the gristle and not yet hardened into the bone of manhood. When I contemplate these things, which I know that the colonies in general owe little or nothing to any care of theirs, and they are not squeezed into this happy form by a watchful and suspicious Government, but that, through a wise and salutary neglect of generous nature, has been suffered to take her own way to perfection—when I reflect upon these effects, when I see how profitable they have been to us, I feel all the pride of power sink and all presumption in the wisdom of human contrivances melt and die away within me. My rigor relents. I pardon something to the spirit of liberty."

In spite of the vigorous protests against this unjust bill it became a law. Not satisfied with this iniquitous action Parliament passed another measure none the less barbarous and inhuman. It enacted that all persons taken from American vessels should serve as common sailors on British ships of war. This was denounced by the opponents of the bill as "the refinement of tyranny, which, in a sentence worse than death, obliges the unhappy men who shall be made captives in this predatory war, to bear arms against families, kindred, and friends, and country, and after being plundered themselves, to become accomplices in plundering their brethren."

In 1799, when John Adams resided in Paris, he discovered that when an English man-of-war had taken an American vessel, the whalemen among the crew had been given, by order of the government, their choice either to go on board of a man-of-war and fight for their country, or to go into the whale fishery. By this means, many crews of English whalers were composed of American whalemen. Adams urged the Continental Congress to send an armed vessel and relieve these captive seamen, but nothing was done. Many of them remained in the English service, and served to strengthen the attempt to wrest the fisheries from the Americans. From this train of events the reader will see the causes that led to the destruction of the whaling industry, not only of Dartmouth, but of that of the entire New England coast. Joseph Rotch abandoned the enterprise he had begun at Bedford village and returned to Nantucket.

In former pages have been recited the events that took place in Dartmouth during the dark days of the Revolution. From August, 1775, to January, 1776, bonds were filed with the State treasurer by Francis Rotch and Leonard Jarvis of Dartmouth for brigantines *Falkland*, William Covell, master; *Fox*, Silas Butler, master; *George*, Thomas Banning, master; *Enterprise*, James Whippey, master; *Ann*, Simeon Coffin, master; and brig *Royal Charlotte*, William Roberts, master. By Aaron Lopez, of Newport, and Leonard Jarvis, of Dartmouth, ship *Africa*, Joseph Ripley, master; and brig *Minerva*, John Locke, master. By Joseph Russell, Isaac Howland, Barnabas Russell, and Caleb Greene, of Dartmouth, schooner *Juno*, George Shockley, master. By David Sheppard, Seth Russell, David Sowle, and Abraham Smith, brigantine

Kesia, David Sowle, master. By John Alden and Walter Spooner, of Dartmouth, schooner *Grampus*, Job Springer, master. By Lemuel Williams and William Tallman, of Dartmouth, sloop *Neptune*, Luther Burgess, master. No other vessels appear to be recorded during the Revolutionary war. It is a fair supposition that these vessels were the last in the Dartmouth fleet that made whaling voyages.

The chapter on the British invasion tells the story of the destruction of seventy vessels in the harbor, September 5, 1778. This blow to the maritime affairs completely annihilated the hopes of Dartmouth, and for several years nothing was done toward the restoration of the whale fishery. In 1785 the sloop *Hero*, Capt. Joshua Delano, made a whaling voyage. This is the first indication of a renewal of the whale fishing in Dartmouth. Again, in 1787 Captain Delano made a voyage in the sloop *Rainbow*. It is quite likely that other Dartmouth vessels were engaged, but these two voyages are the only ones recorded.

It is evident that after the return of the Rotch family to Nantucket they attempted to establish the whale fishery at Edgartown. The basis of this supposition is that there is a deed on record in that town, dated August 8, 1777, from Thomas Arey to William Rotch, of Sherburn, county of Nantucket, of about six acres of land bounded easterly by the harbor of Edgartown, and otherwise by the cartway leading to Starbuck's Neck, and otherwise bounded so as to be easily identified. The consideration named is £180, lawful money.

January 3, 1796, James Tupper and Deborah, his wife, deeded to William Rotch, of New Bedford, merchant, for £600, about three acres of land adjoining the above described premises. This tract also was on the shore, and there was a dwelling-house standing on this lot, which doubtless accounts in part for the amount of the consideration. May 21, 1829, William Rotch, jr., merchant of New Bedford, Lydia Scot Rotch, Mary Rotch, single woman, Samuel Rodman, and Elizabeth his wife, and Benjamin Rotch, of Harrow in the Kingdom of Great Baitain, by their attorney, Francis Rotch, sold both of the above descended tracts to John O. Morse, of Edgartown for £1,200. There is a tradition among the people of Edgartown that William Rotch desired to leave Nantucket and locate at Edgartown, but not being able to obtain sufficient land except at extravagant prices, was virtually driven

from Edgartown. It would seem as though he never abandoned the idea until after the second purchase in 1796. At any rate the old people of Edgartown for many years have looked back upon this refusal of theirs as a neglected opportunity.

The ship *Rebecca* made, it is claimed, the first whaling voyage on the Pacific Ocean. She sailed from Dartmouth September 21, 1793, returning with a cargo of 750 bbls. sperm oil, and 180 bbls. whale oil. This ship was built by George Claghorn, the famous builder of the U. S. frigate *Constitution*. The *Rebecca* was launched from the shore near the foot of North Street. Mr. Ricketson, in his history of New Bedford, says: "A handsome figurehead had been made in Philadelphia for the *Rebecca* and was placed upon her previous to launching, but there being considerable objection made to it, on the part of members of the Society of Friends, of which the owners were members, it was removed. A mock funeral was held over it by a few gay young men, one or more of them sons of Joseph Russell, when it was buried in the sand, upon the shore. Although the *Rebecca* was only 175 tons, she was considered a very large vessel, and was visited as an object of wonder. It was no small matter to obtain a captain sufficiently experienced to take charge. At length Captain Hayden, who had made several foreign voyages, was engaged, and Capt. Cornelius Grinnell was her first mate. The ship proceeded to Philadelphia, and thence took a cargo to Liverpool. The captain on her return passage was taken ill and rendered incapable of continuing the command, which devolved upon the first mate, who conducted the voyage so much to the satisfaction of the owners that the command was given to him on the next voyage. Captain Grinnell was one of our most successful shipmasters, a gentleman of the old school, and one of that class of worthies with which the rise and progress of New Bedford is inseparably connected. The *Rebecca* was finally lost on her homeward passage from Liverpool, in the winter of 1803–4. The *Rebecca* was so named from the eldest daughter of Joseph Russell, wife of Daniel Ricketson."

In 1792 the following vessels returned to Dartmouth from voyages: The ships *Columbia*, and *Eliza*; schooners *Lively*, *Polly* and *Betsey*; sloops *Betsey*, *Tryall*, and the brigs *Polly* and *Union*. 1793, ship *Rebecca*, brigs *Atlantic*, *Beaver*, *Keziah*, *Mary*, *Nancy*, *Russell*, and schooners

Swan, and *Friendship*. 1794, the sloops *Hero* and *Industry*, and schooner *Sally*. 1795, ships *Ann*, *Berkeley*, *Commerce*, *Delaware*, *James*, *Lydia*, *Suzy*, *Union*. 1797, ships *Barclay*, *Bedford*, *Juno*, *Warren*, *Wareham*, *Maria*, *Nancy*, *President*, and *Fox*. 1799, ships *Edward*, *Franklin*. 1800, ship *Dolphin*. 1801, ships *Diana*, *Exchange*, *Herald*, *Hunter*, *Hannah*, and *Eliza*; schooner *Eliza*, and sloop *Oxford*. 1802, sloop *Susan*; ships *Winslow* and *Merchant*.

This list indicates that the whaling and merchant fleet numbered about fifty vessels at the beginning of the century. The whaling industry had been conducted during these years under circumstances that were discouraging. The depredations on the whaling fleet by the French and Spanish cruisers have been alluded to in a former chapter. They were of a most serious character, many vessels being captured or destroyed. These cases gave rise to the French spoilation claims. In spite of these difficulties, the whaling business prospered, and every year witnessed additions to the fleet. In 1805 there were belonging to this port seventy-three ships and thirty-nine brigs.[1]

Such was the prosperous condition of the whaling business at the period when the difficulties with England began that resulted in the War of 1812. The embargo act of 1807 materially diminished the already demoralized commerce, and but one vessel arrived at this port from a whaling voyage. The business improved somewhat during the few years until the advent of the war, when it received crushing blows that practically closed operations till peace was declared in 1815. In 1816 seven vessels arrived from voyages, with cargoes of 1,350 bbls. sperm oil, market price $1.12½, and 1,500 bbls. whale oil, market value sixty-five cents. Total valuation, $458,700. In 1817 thirteen vessels arrived, with 7,499 bbls. sperm oil, market price seventy-two cents, and 7,800 bbls. whale oil, market price sixty cents. Total valuation $1,091,576.

The steady and somewhat remarkable development of the whale fishery may be seen in the tables given at the close of this chapter. It will be interesting to note the ever-changing values of the product and the

1 "1807, in New Bedford, there were seven wharves, between ninety and a hundred ships and brigs, and between twenty and thirty smaller vessels."—*Foot Note Mass. Hist. Coll. Abraham Shearman.*

increase of total valuations, till the highest point was reached in 1857, $10,802,594.

From the close of the war of 1812 the whale fishery increased in extent, and the industry was carried on in the North and South Atlantic, the Indian, and Pacific Oceans. New Bedford shared in the general prosperity, and its energetic citizens reaped fortunes from its prosecution. So rapid was its increase that it soon outstripped Nantucket in number of vessels and in capital employed. In 1820 many of the ships found good whaling ground on the "off-shore grounds," where whales were found in almost countless numbers. Other fields were discovered as the years passed by, and whales where discovered in the Japan Sea, off the Sandwich Islands, and the coast of Zanzibar. In 1835 the industry was in full tide of success and for several years continued to grow and increase. In 1843 the first bowhead whales taken in the Northern Pacific were captured on the coast of Kamschatka, by New Bedford ships, the *Hercules*, Captain Ricketson, and the *James*, Captain Turner. It is recorded that the value of the bowhead whale was discovered by Capt. George A. Covell, of New Bedford, while fishing for sperm whales in the Ochotsk Sea. He struck one of this species and killed him with but little difficulty. "Before cutting him in they judged he would make seventy bbls., but to their surprise he turned out 150, with bone in proportion."[1]

This discovery was an important one, and the pursuit of the bowhead whale became an important factor in the whale industry. In 1848 the first whale ship, the *Superior*, of Sag Harbor, passed through Behring's Straits and obtained a good catch. This was the beginning of arctic whaling, and soon scores of vessels from New Bedford found their way thither, returning with full cargoes. For forty years whaling has been continued in the arctic with varying success. In later pages it will be seen how important the product of whalebone is to even the limited prosecution of the fishery at the present time.

Among local matters of interest at this period relating to the whale fishery, that have been gleaned from many sources, are the following: The names of the pilots who resided in New Bedford in 1844 were Z. Allen, Benjamin Aiken, Peleg Crowell, Caleb Church, John Aiken, D.

[1] Scammon.

Demoranville. May 31, Captain Hiller, of Fairhaven, was lost from ship *Sarah Frances*, a whale upsetting the boats. In 1843 fifty-six ships arrived. September 21, brig *Two Sisters*, Captain Maxfield, was lost, crew saved.

Among the business houses in New Bedford at this time, whose advertisements appear in the *Shipping List*, are William C. Taber, 40 Union street, instruments, charts, books. etc.; N. B. Cordage Co., B. S. & W. J. Rotch and Jacob Ricketson; Jacob Parker, cables, anchors, etc., 15 Centre street; Bedford Commercial Insurance Co., James Howland 2d, secretary; Whaling Insurance Co., George Howland, jr., president; J. Dunbar & Co., dealers in duck; John Kehew, instrument maker, 69 North Water street; Swift & Allen, Middle street; Bedford Mutual Marine Insurance Co., James Howland 2d, president; Mutual Marine Insurance Co., S. Merrihew, president; William P. Grinnell, duck, copper and cordage; Ebenezer Rider, spars, masts, etc., Leonard's wharf; Thomas H. Howland, oil and bone broker; Pope & Morgan, oil, Rotch's wharf.

The whaling industry in New Bedford in 1847 was in a most flourishing condition, and the editor of the *Shipping List* asks the people who are accustomed to sneer at New Bedford and Nantucket and the whaling business, to look at the list of whalers belonging to New Bedford. He says they number 254, worth $6,350,600. The crews average twenty-five men, and the fleet employs 6,350 seamen. He speaks in high terms of the character of the captains and challenges the world to produce an equal number of ships of better quality or in better condition.

March 22, 1848, bark *Pacific 2d*, Captain Little, was wrecked on a reef at Pernambuco. April 30, ship *Hope*, Captain Tucker, was wrecked near Cape Brett. She was owned by George Howland. January 28, 1849, bark *London Packet*, Captain Howland, was lost at Cape de Verd Islands, and five or six of the crew were drowned. In March, 1649, bark *Emigrant*, Capt. Bartholomew West, was lost, and the crew of nineteen seamen was never heard from.

The discovery of the gold mines in California at this period was productive of serious results to the whale fishery in the North Pacific

and Arctic Oceans. Starbuck says: "Immediately after the discovery of the gold mines of California, desertions from the ships were numerous and often causeless, generally in such number as to seriously cripple the efficiency of the ship. In this way large numbers of voyages were broken up and thousands of dollars were sunk by the owners. During a portion of the time many ships were fired by their refractory and mutinous crews, some of them completely destroyed, others damaged in amounts varying from a few hundred to several thousand dollars. Crews would apparently ship simply as a cheap manner of reaching the gold mines, and a ship's company often embraced among its number desperadoes from various nations, fit for any rascality which might best serve them to attain their end. They took no interest in the voyage, nor cared aught for the profit or loss that might accrue to the owners. In order to recruit, it became necessary, particularly during the next ten years succeeding the opening of the gold mines, to offer heavy advance wages, and too often these were paid to bounty jumpers, who only waited the time when the ship made another port, to clandestinely dissolve connection with her and hold themselves in readiness for the next ship. There were times, when the California fever was at its highest, that the desertions did not stop with the men, but officers and even captains seemed to vie with the crew in defrauding the men from whose hands they had received the property to hold in charge and increase in value."

About 1859 the whaling gun was invented and introduced into the market. An advertisement appears in the *Shipping List* for that year in which this new instrument was recommended for its superior power in killing whales.

One of the legitimate results of the success of whaling at this time was the increased activity in every branch of mechanical industry. Especially was this true of ship-building in 1850. In 1851 forty eight ships were added to the New Bedford fleet, and nearly one-half of the entire oil importation of the country came to this port. The ship yards on both sides of the Acushnet River, those at Mattapoisett, Dartmouth, and Westport, were centers of activity, and from the shores of these places were launched many vessels that were added to the fleet. In December, 1852, there were six new ships being built or contracted for

in New Bedford. Many of these vessels were splendid specimens of the naval architecture of the period. The fame of these ships still remains in the community, and those that still exist are pleasant reminders of the golden age of the whale fishery.

In 1851 the first experiments in killing whales by electricity were made. Camphene, for lighting purposes, came into use at this time, and was naturally condemned in this community.

March 22, 1852, Lawrence Grinnell made a contract to supply the United States Government with 75,000 gallons of sperm oil at $1.18\frac{2}{3}$ per gallon. This item is a significant one, as it shows what quantities of this product were used in the lighthouses on the coast. For many years the oil was carried to the different stations by Capt. Joseph Howland, in the schooner *Gazelle*, and by Capt. Jonathan Howland, in the schooner *Eliza*. They were succeeded by Capt. Cornelius Springer, in the schooner *Pharos*, and by Capt. A. S. Hussey and Capt. J. Washington Perry in the schooner *Guthrie*. The schooner *Pharos* was subsequently commanded by Capts. Jonathan Howland, jr., Jonathan A. Fuller, and John G. Ellis.

In 1852 there were 311 vessels of all kinds employed in the whale fishery from New Bedford, tonnage 104,005. In 1853, 318 vessels, with 107,512 tonnage. The business for the year 1854 was considered as prosperons as that of 1851, which was greater than that of any year since 1847. At this time the merchant service was an important factor, there being in 1854, twenty-seven merchant vessels owned in New Bedford, and two in Fairhaven. In 1855 there were 319 vessels in the New Bedford fleet of whalers, tonnage 107,702. The prosecution of the whaling industry in New Bedford reached its highest point at this period, and the years 1856–58 witnessed the most flourishing events that characterized its history. The accession of new ships to the fleet, the increased expense of fitting them for sea, and the high premiums paid to officers distinguished as successful whalemen seemed to be warranted by the steady demand for the product. The wharves on both sides of the Acushnet were teeming with life, and mechanics of every kind of industrial art that had any relation to the fitting of ships found ample employment at good wages. The returning ships, laden with full cargoes, kept them busy in refitting for new voyages. The streets were alive with sailors,

J. K. Campbell sc. N.Y.

John P. Knowles

their purses filled with ready money that was soon expended. Officers of ships, who had husbanded their hard-earned gains, bought or built homes, in which to enjoy their rest after long service on the seas. Prosperity reigned triumphant for a time, the rich agents and owners grew more wealthy, and even those in humble station shared in the general good fortune. The high prices of oil were maintained, and it seemed as if there could be no limit to the onward progress of the whaling business.

But the enormous quantities of oil and whalebone that were landed on the wharves by the returning ships soon overstocked the market; prices fell, voyages that had formerly yielded great profits were settled at a loss, disaster came to many firms, and the condition of prosperity was changed to one of serious anxiety. Of sixty-eight whalers that arrived at New Bedford and Fairhaven in 1858, forty-four made losing voyages. The average price of sperm oil in 1855 was $\$1.77\frac{2}{10}$; in 1858, it was $1.21; whale oil in 1855 was 79½ cents; in 1858, 54 cents. It is a singular fact that whalebone in 1855 was quoted at 45¼ cents, and in 1858 at 96¾ cents, a rise of more than 100 per cent. It was a gleam of light from out of the darkness of the time. It would seem as though it pointed with no uncertain significance to the fact that this product of the whale fishery was to assume greater importance in the market. Who could have predicted that whalebone would be the chief article sought from the fisheries, and that it would be quoted in 1891 at $6.50 a pound? The reader may judge of the great business incident to the whaling industry at this period, by the following list of articies used in fitting out the sixty-five whale ships that sailed from New Bedford in 1858, the gross value of which was $1,950,000: 13,650 barrels of flour, 260 of meal, 10,400 of beef, 7,150 of pork, 19,500 bushels of salt, 97,500 gallons of molasses, 39,000 pounds of rice, 1,300 bushels of beans, 39,000 pounds of dried apples, 78,000 pounds of sugar, 78,000 pounds of butter, 19,500 pounds of cheese, 16,300 pounds of ham, 32,500 pounds of codfish, 18,000 pounds of coffee, 14,300 pounds of tea, 13,300 pounds of raisins, 1,950 bushels of corn, 2,600 bushels of potatoes, 1,300 bushels of onions, 400 barrels of vinegar, 2,000 pounds of sperm candles, 32,500 barrels of fresh water, 1,200 cords of wood, 260 cords of pine, 1,000,000 staves, 260,000 feet heading, 1,000 tons of iron

hoops, 33,000 pounds iron rivets, 520,000 pounds sheathing copper and yellow metal, 15,000 pounds of sheathing nails, 52,000 pounds of coppering nails, 400 barrels of tar, 759,000 pounds of cordage, 450 whale boats, 32,500 boat boards, 65,000 feet pine boards, 36,000 feet oars, 8,500 iron poles, 22,500 pounds flags, 23,000 bricks, 200 casks of lime, 205,000 yards of canvas, 13,000 pounds of cotton twine, 234,000 yards assorted cotton cloth, 130,000 pounds of tobacco, 39,000 pounds white lead, 5,200 gallons linseed oil, 400 gallons turpentine, 13,000 pounds paints, 2,600 gallons of new rum, 1,000 gallons of other liquors, 120 casks of powder, besides clothing, etc. The advance wages alone amounted to $130,000.

The causes are manifold that led to the decline of the whale fishery. While the whale fishery furnished the lighting power for the world, it seemed as if whale oil were the only thing that would answer this purpose. But the high prices of this oil forced the introduction of substitutes, and the first was lard oil. While this did not fully take the place, it became a serious factor in the market. But the discovery of the oil wells of Pennsylvania was the important blow to the whale fishery, and though its introduction was resisted and impeded, the improved product was soon freed from its dangerous character, and petroleum came to stay. Not a long time elapsed before factories for the refining of crude petroleum were established in this city, the home of the whale fishery.

Kerosene was first distilled in New Bedford in 1858. Abraham H. Howland, William C. Taber, Joseph C. Delano, John Hicks, William Penn Howland, Henry T. Wood, and Weston Howland erected a factory at the foot of South street. They commenced operations with a cargo of bog-head coal from Scotland. The oil was distilled from retorts, and a successful business was at once established. The petroleum fields of Pennsylvania were discovered in 1859, and the refining of this product engaged the attention of Weston Howland, who, after repeated experiments, discovered a process by which burning oil was successfully distilled and refined. August 1, 1860, Mr. Howland purchased Fish Island, erected a factory thereon, equipped it with stills and machinery, and placed on the market the first refined burning oil distilled from the products of the oil fields of Pennsylvania. The works were destroyed by an explosion in 1861, in which disaster two of the employees lost

their lives. The factory was immediately rebuilt, and a profitable business was continued for several years.

Cotton-seed oil also came into the market as a strong rival of whale oil, and is extensively used even at the present time.

Other causes were operating to reduce and weaken the enterprise that, from the beginning of its history, had been the chief source of the prosperity of New Bedford.

The War of the Rebellion, like all other wars in the country's history, was felt at once by the whale fishery. No commercial interest of the North, perhaps, was in a more unfortunate condition at the time when Sumter was fired upon. The financial distress that had fallen upon the business in 1857 was still having its demoralizing effect, and the merchants were bravely struggling with the adverse condition of affairs. The large fleet of whalers was scattered over the Atlantic and Pacific Oceans, and they proved easy victims to the rebel privateers, which soon began their depredations on the maritime commerce of the North. In the chapter on the civil war, there has already been given a list of the New Bedford vessels destroyed. Those cruising in the Atlantic Ocean were the first to receive attention from the noted *Alabama*, and some twenty vessels were captured or destroyed during the early part of the war. When a vessel had been captured, the rebels would wait till night had fallen, then set fire to her, and pounce upon the vessels that quickly came to the aid of the unfortunate craft. Among those captured and burned by the *Alabama* were the ships *Benjamin Tucker*, *Osceola*, *Virginia*, and *Elisha Dunbar*, of New Bedford. In 1865 the privateer steamer *Shenandoah* entered the Pacific Ocean and began its raid on the whale ships in Behring Straits. In June there were captured and burned five ships, the *Isabella*, *Gypsey*, *Catharine*, *General Williams*, and *W. C. Nye*. On the 27th the ship *Brunswick*, of New Bedford, was in a dangerous position, being badly jammed in the ice. The vessels near her went to her relief, and while engaged in this humane undertaking, the *Shenandoah* put in an appearance and destroyed nine of them, *Hillman*, *Isaac Howland*, *Nassau*, *Brunswick*, *Waverly*, *Martha 2d*, *Congress*, *Favorite*, and *Covington*. "Capt. Thomas G. Young, of the *Favorite*, a Fairhaven ship, was determined not to surrender his ship without an effort at resistance, and although a man of

seventy years of age, he exhibited a brave and determined spirit, worthy of a Yankee captain. He loaded all his bomb-guns and fire-arms, and calling his crew to the defence, took position on the cabin roof and awaited the approach of the *Shenandoah's* boat. He ordered the officer to 'keep off,' which he prudently complied with, for the determined attitude of the captain was suggestive, and he returned to the *Shenandoah* to report. The privateer trained a gun on the *Favorite*, and the affair now assumed a serious condition. Captain Young's officers, convinced that resistance was useless, argued in vain with the sturdy old man, assuring him that it would result in a needless sacrifice of life. He was not to be changed in his attitude, for he said he would gladly die if he could but shoot Waddell, the commander of the *Shenandoah*. Finding their remonstrance of no avail, they secretly removed the caps from the loaded guns, and taking to the boats, left him to defend alone his vessel, in which he had all his fortune invested. Waddell sent another boat, with orders to capture the plucky captain. Its officers ordered Young to haul down his flag, to which request he forcibly replied that he would 'see him d——d first.' 'If you don't, I'll shoot you,' said the officer. 'Shoot, and be d——d,' was the sturdy reply from the brave old man. The boat's crew then boarded the *Favorite* and Captain Young proceeded to attempt the discharge of his guns. Imagine his feelings when he discovered the fact that the caps had been removed, and his guns were useless. One would suppose that such a display of pluck and energy would have been generously recognized, but such was not the fact in this case. His captors robbed him of his money, watch, and even took his shirt-studs, and placing him in irons, put him in confinement." [1]

Capt. Ebenezer F. Nye, of the ship *Abigail*, of New Bedford, performed a noble service, manning two of his boats, and sending them to notify other vessels of the fleet that the *Shenandoah* was upon them, thus giving many a chance to escape its clutches. Captain Nye's ship was destroyed by the privateer, but his brave act will be long remembered in this community. The *Shenandoah* captured and burned thirty-four whale ships and bonded four others, the *Milo*, *General Pike*, and *James Maury*, of New Bedford, and the *Nile*, of New London.

[1] Starbuck.

Many interesting experiences of our seamen that relate to the operations of the rebel privateers could be related in this chapter, but space forbids any enlargement on this topic. Enough has been given to show ho uch the whaling industry had been crippled by the destruction of so many vessels belonging to the New Bedford fleet. At the very beginning of the war the wharves were lined with ships, that were withdrawn from the service. The fear of capture, and the enormous rates of war risk demanded by the insurance companies, served to materially reduce the number of vessels engaged in whaling. These idle vessels soon found novel employment in the stone fleet, sunk in the harbor of Charleston. By this loyal service the New Bedford fleet lost twenty-five vessels.

At the close of the War of the Rebellion in 1865 the whaling enterprise was renewed with vigor. The development of the petroleum fields, however, and the increased demand for this new lighting oil, made the merchants wary and considerate in these operations. Vessels that had been idle at the wharves were fitted and sent on their mission. New ships were built and added to the fleet, and prosperity again dawned upon the city. The comparative relation of the arctic fleet in 1858 to that of 1871 is significant and somewhat startling, for it reveals the rapid shrinkage of the business during these years. In 1858 the number of vessels in the North Pacific was 196; in 1871 there were forty. It is fair to presume that this proportion would hold regarding the number of vessels on other fishing grounds. Such was the condition of affairs when the appalling disaster of 1871 occurred to the arctic fleet, and thirty-four vessels lay wrecked in the ice.

The following vivid description of this awful affair is taken from *Harper's Weekly*, December, 1871.

"Early in May, 1871, the fleet arrived south of Cape Thaddeus, where they found the ice closely packed, and the wind blowing strong from the northeast. This state of affairs continued during the most of the month. June came in with light and variable winds, and foggy weather, but the ice opening somewhat the ships pushed through in sight of Cape Vavarine, where they took five or six whales, and for a short time heard many more spouting among the ice. About the middle of June the ice opened still more, and the fleet passed on through

Anadir Sea, taking a few whales as they went. By the 30th of June the vessels had passed through Behring's Straits, preceded by the whales. Awaiting the further breaking up of the ice, they commenced catching walruses, but with comparatively poor success. During the latter part of July the ice disappeared from the east shore, south of Cape Lisburne, and the fleet pushed on to the eastward, following the ice, the principal portion of which was in latitude 69° 10′. A clear strip of water appearing on the east shore leading along the land to the northeast, they worked along through it to within a few miles of Icy Cape. Here some of the vessels anchored, unable to proceed farther on account of the ice lying on Blossom Shoals. About the 6th of August the ice on the shoals started, and several ships got under way. In a few days most of the fleet was north of the shoals, and, aided by favorable weather, they worked to the northeast as far as Wainwright's Inlet, eight vessels reaching there on the 7th. Here the ships anchored or made fast to the ice, which was very heavy, and densely packed, and whaling was carried on briskly for several days, and every encouragement given for a favorable catch. On the 11th of August a sudden change of wind set the ice in shore, catching a large number of boats, which were cruising for whales in the open sea, and forcing the ships to get under way to avoid being crushed. The vessels worked in shore under the lee of the ground ice, and succeeded, despite the difficulties of the situation, in saving their boats, by hauling them for a long distance over the ice, some of them, however, being badly stoven. On the 13th the ice grounded, leaving a narrow strip of water along the land up to Point Belcher. In this open water lay the fleet, anchored or fast to the ice, waiting for the expected northeast wind, that was to relieve them of their icy barrier, whaling being constantly carried on by the boats, though necessarily under many adversities. On the 15th of August the wind came around to the westward, driving the ice still closer to the shore, and compelling the vessels to work close in to the land. The drift of the ice inland was so rapid that some of the vessels were compelled to slip their cables, there being no time to weigh anchor. By this event the fleet was driven into a narrow strip of water, not over half a mile in width at its widest part. Here, scattering along the coast for twenty miles they lay, the water from fourteen to twenty-four feet deep, and ice as far as the lookouts

at the mastheads could see. Whaling was still carried on with the boats off Sea Horse Island and Point Franklin, although the men were obliged to cut up the whales on the ice, and tow the blubber to the ships. On the 25th a strong northeast gale set in, and drove the ice to a distance of from four to eight miles off shore, and renewed attention was given to the pursuit of the whale. Up to this time no immediate danger had been anticipated by the captains beyond that incidental to their usual sojourn in these seas. The Esquimaux, nevertheless, with the utmost friendliness advised them to get away with all possible speed, as the sea would not open again. But this was contrary to the arctic experience of the whalemen, and they resolved to hold their position. On the 29th began the series of conflicting circumstances which resulted in the destruction of the fleet. A southwest wind sprang up, light in the morning, but freshening so towards evening that the ice returned in shore with such rapidity as to catch some of the ships in the pack. The rest of the fleet retreated ahead of the ice, and anchored in from three to four fathoms of water, the ice still coming in, and small ice packing around them. The heavy floe-ice grounded in shoal water, and between it and the shore lay the ships, with scarcely room to swing at their anchors. On the 2d of September the brig *Comet* was caught by the heavy ice and completely crushed, her crew barely making their escape to the other vessels. She was pinched until her timbers snapped and the stern was forced out, and hung suspended for three or four days, being in the mean time thoroughly wrecked by the other vessels; then the ice relaxed its iron grip, and she sank. Still our hardy whalemen hoped that the looked-for northeast gale would come, and felt greater uneasiness on account of the loss of time, than because of the present peril. Their experience could not point to the time when the favoring gale had failed to assure their egress. Nothing but ice was visible off shore, however, the only clear water being where they lay, and that narrowed to a strip from 200 yards to half a mile in width, and extending from Point Belcher to two or three miles south of Wainwright's Inlet. The southeast and southwest winds still continued light from the former and fresh from the latter direction, and every day the ice packed more and more closely around the doomed vessels. Early in September the bark *Roman*, while cutting in a whale, was caught between two im-

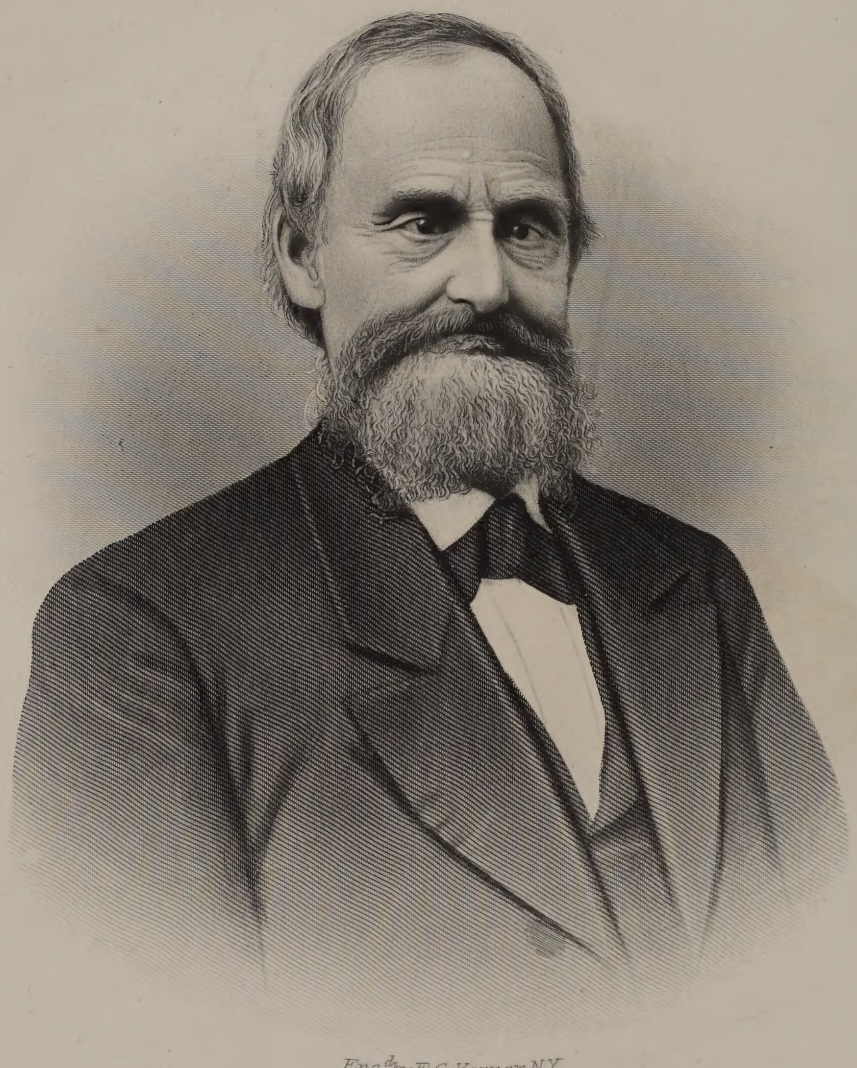
mense floes of ice off Sea Horse Island, whence she had helplessly drifted, and was crushed to atoms. The officers and crew escaped over the ice, saving scarcely anything but their lives. The next day the bark *Awashonks* met a similar fate, and a third fugitive crew was distributed among the remaining ships. The peril was now apparent to all. The season was rapidly approaching the end, the ice showed no signs of starting, but, on the contrary, the little clear water that remained was rapidly filling with ice, and closing around them. Frequent and serious were the consultations held by the captains of the beleaguered vessels. One thing, at least, was evident without discussion: if the vessels could not be extracted, the crews must be got away before winter set in, or the scanty stock of provisions they had could only postpone an inevitable starvation. As a precautionary measure, pending a decision on the best course to adopt, men were set to work to build up the boats, that is, raise the gunwales so as to enable them the better to surmount the waves. Shoes (a copper sheathing being used) were put on them, to prevent, as far as possible, injury from the ice. The brig *Kohola* was lightened in order to get her over the bar at Wainwright's Inlet, upon which there were only five or six feet of water. Her oil and stores were transferred to the deck of the *Charlotte*, of San Francisco, but when discharged, it was found that she still drew nine feet of water, and the attempt to get her over the shoal water was abandoned. An expedition of three boats, under the command of Capt. D. R. Frazier, was now sent down the coast to ascertain how far the ice extended; what chances there were of getting through the barrier; what vessels, if any, were outside; and what relief could be relied on. Captain Frazier returned on the 12th, and reported that it was utterly impracticable to get any of the main body of the fleet out; that the *Arctic* and another vessel were in clear water below the field, which extended to the south of Blossom Shoals, eighty miles from the imprisoned crafts, and that five more vessels, then fast in the lower edge of the ice, were likely to get out soon. He also reported, what every man then took for granted, that these free vessels would lay by to aid their distressed comrades. It is a part of the whaleman's creed to stand by his mates. On hearing this reported it was decided to abandon the fleet, and make the best of their way, while they could, to the rescuing vessels. It was merely a

question whether they should leave their ships and save their lives, or stand by their ships and perish with them. The morning of the 14th of September came, and a sad day it was for the crews of the ice-bound crafts. At noon the signals, flags at the mastheads, union down, were set, which told them that the time had come when they must sever themselves from their vessels. As a stricken family feels when the devouring flames destroy the home which was their shelter, and with it the little souvenirs, the priceless memorials which had been so carefully collected and so earnestly treasured, so feels the mariner when compelled to tear himself from the ship, which seems to him at once parent, friend and shelter. In these vessels lay the result of all the toil and danger encountered by them since leaving home. Their chests contained those little tokens received from or reserved for friends thousands of miles away, and nothing could be taken with them save certain prescribed and indespensable articles. With heavy hearts they entered their boats and pulled away, a mournful, almost funeral flotilla, towards where the vessels lay that were to prove their salvation. Tender women and children were there, who, by their presence, sought to relieve the tedium of a long voyage to their husbands and fathers, and the cold north wind blew piteously over the frozen sea, chilling to the marrow the unfortunate fugitives. The first night out the wanderers camped on the beach behind the sand hills. A scanty supply of fire-wood they had with them, and such drift-wood as they could collect, sufficed to make a fire to protect them somewhat from the chilling frost. The sailors dragged boats over the hills, and by turning them bottom upwards and covering them with sails, made quite comfortable habitations for the women and children. The rest made themselves comfortable as best they could. 'On the second day out,' says Captain Preble, 'the boats reached Blossom Shoals and then spied the refuge vessels lying five miles out from shore, and behind a tongue of ice that stretched like a great peninsula ten miles farther down the coast, and around the point of which they were obliged to pull before they could get aboard. The weather here was very bad, the wind blowing fresh from the southwest, causing a sea that threatened the little craft with annihilation. Still the hazardous journey had to be performed, and there was no time to be lost in setting about it. All submitted to this new danger with becom-

ing cheerfulness, and the little boats started on their almost hopeless voyage, even the women and children smothering their apprehensions as best they could. On the voyage along the inside of the icy point of the peninsula everything went moderately well, but on rounding it they encountered the full force of a tremendous southwest gale, and a sea that would have made the stoutest ship tremble. In this fearful sea the whale boats were tossed about like pieces of cork. They shipped quantities of water from every wave which struck them, requiring the utmost diligence of all hands at bailing, to keep them afloat. Everybody's clothing was thoroughly saturated with the freezing brine, while all the bread and flour in the boats was completely spoiled. The strength of the gale was such that the *Arctic*, after getting her portion of the refugees on board, parted her chain cable and lost her port anchor, but brought up again with her starboard anchor, which held until the little fleet was ready to sail. By about four o'clock in the afternoon of the second day all were distributed among the seven vessels that formed the remnant of the fleet that sailed for the Arctic Ocean the previous spring. Not a person was lost to add to the grief already felt, or to increase the gloom of the situation. To the *Europa* were assigned 280; to the *Arctic*, 250; to the *Progress*, 221; to the *Lagoda*, 195; to the *Daniel Webster*, 113; to the *Midas*, 100; and to the *Chance*, 60. In all 1,219 souls, in addition to the regular crews. On the 24th of October the larger portion of these vessels reached Honolulu and the remaining ones of the seven speedily followed."

The names of the New Bedford vessels that were abandoned in this disaster were: Barks *Awashonks*, value $58,000; *Concordia*, $75,000; *Contest*, $4,000; *Elizabeth Swift*, $60,000; *Emily Morgan*, $60,000; *Eugenia*, $56,000; *Fanny*, $58,000; *Gayhead*, $40,000; *George*, $40,000; *Henry Taber*, $52,000; *John Wells*, $40,000; *Massachusetts*, $46,000; *Minerva*, $50,000; *Navy*, $48,000; *Oliver Crocker*, $48,000; *Seneca*, $70,000; *William Rotch*, $43,000; ships *George Howland*, $43,000; *Reindeer*, $40,000; *Roman*, $60,000; *Thomas Dickinson*, $50,000.

The vessels in the abandoned fleet belonging to New London were: Bark *J. D. Thompson*, value $45,000; ship *Monticello* $45,000. From Edgartown, ships *Champion*, $40,000, and *Mary*, $57,000. From



Engd by F. G. Kernan, N.Y.

Thomas Knowles

Engd by F. G. Kernan N.Y.

Thomas H. Knowles

Honolulu, Sandwich Islands, barks *Paira Kohola*, value $20,000; *Comet*, $20,000; *Victoria 2d*, and ship *Julian*, $40,000.

The receipt of the news of this terrible disaster created intense excitement in New Bedford, as well it might, for it involved a loss of a million of dollars to the merchants who had bravely undertaken to restore the whaling industry from the evil effects of the war. For a time the courage of the bravest merchants was paralyzed, and it seemed as if the results of this great misfortune would be the final abandonment of arctic whaling. This state of affairs continued but a short time, and in 1872 there were twenty-seven ships in the Arctic, and in 1873 twenty-nine ships. The business was seriously handicapped, for the rates of insurance were so greatly increased as to make the prosecution of the industry a doubtful investment. This and the increased use of petroleum oil hindered very materially a recovery from this blighting misfortune. The increased value of whalebone was a powerful incentive to continue the business, and for a few years it gradually recovered its activity in a moderate degree. To every one, however, at all conversant with the business, it was apparent that whale fishing was in steady decline, and that the capitalists of New Bedford must seek other channels for their investments. The hopes of many were strong, and the struggle was continued with energy and persistence.

In 1876 another calamity to the arctic fleet occurred that, while of less pecuniary loss, was more appalling in the loss of life. The fleets of twenty ships entered the Arctic Ocean early in August and commenced the season's whaling with a good prospect of a successful catch. Circumstances similar to those of 1871 seemed to attend the fleet. The ice commenced to close in about the vessels and the crews were inspired with the same delusive hope that a favorable wind would scatter the ice and set them free. This hope was not realized, and the vessels were abandoned. On the 5th of September, 1876, several officers arrived in this city. Mr. Rogers, first mate of the *Marengo*, told the following story of the disaster:

"On the 29th of August, after several unsuccessful attempts had been made by parties to reach the land, Captain Kelley, of the *Marengo*, with a whale boat and about fifty men from his own and other vessels, started for the shore, dragging the boat over the ice to clear water, and then

launched and ferried across. There was a thick fog at the time and it was snowing, consequently but slow progress could be made. Two trips had to be made across open water with the boat to take all the men over, and the fog was so thick that progress was made with the greatest difficulty. After making a distance of about five miles, the men fast becoming exhausted, it was decided to return, and the party arrived at the *Java 2d* after an absence of twenty-four hours, perfectly worn out with fatigue. On the 30th the captains held a council and decided there was no hope of saving the vessels, which were already sadly crippled by ice, and they concluded to make an attempt to reach land before escape was utterly impossible. They made tents from the sails of the ships, and with about twenty-five days' rations all who chose to do so started for the land. After traveling four days across the ice and ferrying over open water the party reached Point Barrow, where they found the *Three Brothers* and *Rainbow*. On the 11th of September they commenced building a large sledge, which they proposed to drag south over the ice a distance of 100 miles, to carry their boats and provisions; but they were informed by some natives who had just come up the coast that the pack-ice extended for a longer distance south, and the expedition was abandoned. It was then decided to locate at Point Barrow for the winter and save what whale meat they could for subsistence. On the 12th the wind commenced blowing strong from the E. N. E., and the weather was very cold. There was no open water in sight. The next day communication was opened with the *Florence*, which vessel was laying eight miles south of Point Barrow. From her came the glad tidings that there was a prospect of getting out of the ice into clear water, and it was decided that if thought practicable, she should signal the party the next day. On the 14th her colors were flying and the party, consisting of 300 men, joined her as soon as possible. It was found on reaching her that a strip of ice only a quarter of a mile in width was hemming her in. The ice was from thirty to fifty feet in thickness, and the full force of the men set at work with spades to cut her out. There was a swift current of water, and by cutting in the ice so as to form channels for the water to run through, an opening sufficiently wide for the vessel to pass was made. All hands then went on board the *Florence* and sailed down the coast

to take the captain and crew of the *Clara Bell*, which vessel was frozen in the ice eight miles below, and her captain had decided to abandon her on the 17th, if at that time there was no hope of extricating her. On the 18th the *Three Brothers* and the *Rainbow* came down, the former with the captain of the *Clara Bell* on board. The *Three Brothers* took from the *Florence* 110 men, leaving with her 190. The *Florence* arrived at St. Lawrence Bay September 21, procured water and sailed for San Francisco the next day. In regard to the men left with the vessels Mr. Rogers thinks there is no hope of them. Only one officer was left with them, Mr. Williams, fourth officer of the *Desmond*. Five of the *Marengo's* men were left, none of them Americans. One sick man was left on board the *Camilla*. No natives were seen in the vicinity of where the larger part of the fleet was abandoned, but the *Clara Bell* was taken possession of by them before the crew had left her; and while the sailors were in sight they were aloft, stripping her of her sails and rigging."

The names of the abandoned vessels that belonged to New Bedford, with their approximate values, were: The *Acors Barns*, $35,000; *Camilla*, $35,000; *Cornelius Howland*, $40,000; *Josephine*, $40,000; *Mount Wallaston*, $32,000; *St. George*, $36,000; *James Allen*, $36-000; *Java 2d*, $26,000; *Marengo*, $40,000, and *Onward*, $40,000. From San Francisco, *Clara Bell*, $24,000. From Honolulu, *Arctic*, $32,000; *Desmond*, $24,000. A total loss of $442,000. To this must be added the estimated value of the reported cargoes, $375,000. While most of the officers and crews were enabled to escape, more than fifty who were unequal to the exertion necessary to save their lives were left behind. Some of these were rescued from their ice prison, but most of them died.

In 1880 the steam whaler *Mary & Helen*, the first one used in the whale fishery, was added to the New Bedford fleet. It was built by Capt. William Lewis, to whom belongs the honor of having inaugurated this new feature of the business. This vessel was furnished with every facility that steam could furnish, and her first voyage in the Arctic fully demonstrated the practicability of its use. The *Mary & Helen*, Capt. L. C. Owen, sailed from New Bedford September 27, and captured in one season twenty-seven whales. The whole cargo was valued at about

$100,000. The season was one of marked success in the Arctic, and many of the ships made remarkable voyages. Among these was the ship *Rainbow*, Captain Cogan, belonging to Messrs. I. H. Bartlett & Sons. She captured 24½ whales and completed her voyage with a cargo valued at $250,000. Captain Lewis afterwards sold the *Mary & Helen* to the U. S. government for $100,000. Her name was changed to that of *Rogers*, and she was sent in search of the ill-fated *Jeannette*. He then built the steamers *Belvedere*, *North Star*, *Mary & Helen 2d*, *William Lewis*, and changed the bark *Lucretia* into a steam whaler. The *Navarch*, also, has just been built.

At the present time the following steam whalers belong to San Francisco: The *Bowhead*, *Beluga*, *Balæna*, *Norwhall*, *Jesse Freeman*, *Thrasher* and *Mary D. Hume*. The history of the whale fishery for the decade ending January 1, 1892, shows a steady decline, not only in the quantities of the product taken, but in the number of vessels engaged. January 1, 1882, the number of vessels in the fleet was 161 with a tonnage of 35,892. January 1, 1892, there were only ninety-two, with a tonnage of 20,845. The actual number of whaling vessels belonging to New Bedford January 1, 1892, was thirty-seven ships and barks, one brig, and ten schooners, tonnage, 11,378. Sperm whaling is now prosecuted in the North and South Atlantic Oceans, not a single American whaler being on the old fishing grounds in the Indian and Pacific Oceans.

The difficulties that beset the arctic fishery are increased by the shooting of the whales by the natives on the eastern shore, as they pass through the straits to enter the Arctic Ocean. Great numbers of whales are wounded, but few are captured. It is estimated that during the season of 1891 of 150 shot by these shore parties, but fifteen whales were secured. This new mode of warfare must seriously interfere with the fishery and embarrass the voyages of the whalers. As long as whalebone holds its great value it is probable that the right whale fishery will be continued; and the economic manner in which the sperm fishing is conducted insures its continuance to a limited degree. It must be conceded that the prosecution of the whale fishery has ceased to be of great importance to the community, and there is no prospect for its future growth and development. Fortunately for the city of

New Bedford, its business men turned their attention to manufacturing interests, that have saved it from becoming a decayed fishing town.

THRILLING EXPERIENCES OF NEW BEDFORD WHALE SHIPS AND THEIR CREWS.

These stories are gathered from reliable sources, and portray the hazardous life of those engaged in the whale fishery.

The ship *Union*, of Nantucket, Captain Edmund Gardner (for many years a resident of New Bedford), sailed from Nantucket on the 19th of September, 1807 for Brazil banks. When about twelve days out, running along at the rate of about seven miles an hour, she struck on a sperm whale with sufficient force to break the timbers on the starboard bow. The pumps were immediately manned, but the water came in through the break so rapidly, that it became evident that the certain destruction of the ship was only being postponed. Preparations were made by Captain Gardner, who was a young man and on his first voyage as commander, to leave her. The boats were lowered, and provisions, water, fireworks, books, and nautical instruments (whatever in fact they could safely carry, and which would be of use) were stowed away in them. By midnight, only two hours after the accident, the water was up between decks, and an immediate departure was inevitable. This was accomplished, though with much difficulty and danger, as a heavy swell was running. The crew—sixteen in number—left the ship in three boats, but the increased risk of separation led them to divide themselves between two boats and abandon the third. The course of the prevailing wind, which was northeast, and the lateness of the season, made it imperative upon them to steer, not for Newfoundland, which perhaps was nearest, but for one of the Azores, which was the most easily accessible land. On the morning of the 2d of October the men rigged sails for the boats, and thus not only progressed with greater speed, but relieved themselves of the fatigue of rowing. During the nights of the 2d and 3d the wind blew a gale, and during a portion of the time they were compelled to lash the boats together and let them drift.

By the 4th of October they were obliged to limit themselves to three quarts of water and sixteen cakes for the whole company for twenty-

four hours. When at length they landed on the morning of the 9th of October, on the island of Flores, their stock of water was already exhausted. They had been at sea seven days and eight nights, and in that time had rowed and sailed nearly 600 miles.

In October, 1832, the ship *Hector* of New Bedford, Capt. John O. Morse, then ninety days from port, raised a whale and lowered for him. But while the crews were proposing offensive operations, the whale himself took the initiative, and just as the harpoon struck him he struck the mate's boat, staving it badly. By drawing sails under her and bailing, the boat was kept afloat, and the attack resumed. In the mean time, Captain Morse came to his assistance, and the mate warned him of the character of his antagonist, but Captain Morse told him he had a long lance and he wanted to try it. Accordingly, the captain advanced to the whale, which immediately turned, and taking the captain's boat in his mouth, held it on end, and shook it to pieces in a moment. Not satisfied with this, he chewed up the boat kegs, and whatever appurtenances to or pieces of the boat that came in his way. The mate now offered to pick a crew and boat and renew the fight, to which suggestion the captain assented; and with the best and most experienced men of the crew, Mr. Norton again essayed to capture the wrecker of boats. As the mate's boat again approached, the whale again assumed the offensive, and the order was given to "stern all" for their lives. For half a mile or more the chase was continued, the crew striving, as only men in a desperate condition can strive, to keep clear of the enraged whale, which followed them so closely as several times to bring his jaws together within six or eight inches of the boat. By watching his chance as the monster became exhausted and turned to spout, Mr. Norton succeeded in burying his lance in the whale's vitals, killing him almost instantly. On cutting him in, two irons were found, belonging to the ship *Barclay*, and it was afterwards ascertained that, about three months before, the first mate of the *Barclay* had lost his life in an encounter with him. He made ninety barrels of oil. Mr., afterwards Captain, Norton mentioned this as the first instance within his knowledge, where a whale attacked a boat before being struck.

Hon. Weston Howland gives the following interesting account of his experiences on the sea:

"When quite a young man I left New Bedford as chief mate of a fine ship thoroughly fitted for a three and a half years' voyage to cruise for sperm whales in the Pacific Ocean between the tropics, and on what was then called the New Zealand whaling ground. For the heavy weather of New Zealand we were fitted with four reefs in the topsail and one reef in the main top gallant sail; and, for the light winds on the passage and about the equator, with royals, sky sails, and full sets of studding sails, including royal studding sails.

"We whaled on the equator, crossing it almost daily until we arrived in the longitude of the Marquesas, or Washington Islands, when we hauled south and made the fine harbor in Nukahiva for a stay of two weeks to procure wood, water, potatoes, bananas, etc. The natives of these islands at this time, 1837, were considered the handsomest race of all the islands of the Pacific ocean — the men of fine stature, the women of delicate features and quite light complexion. The inhabitants of the port were friendly but needed close watching, as their thieving propensities were very strong. On all other parts of the island they were very savage, and cannibals. When leaving this island we took with us an Englishman and a Sandwich Islander as interpreters, and ran over to the island of Roa Poua, about thirty miles distant and one of the same group, for further recruits and pigs. Arriving after a few hours' sail, the captain, with two boats' crews and interpreters, pulled in to the principal bay, and after telling the chief what was wanted left the Sandwich Islander (who was of large stature, fat and sleek) to have the recruits, pigs, etc., at the landing ready for him to take off in the morning. On returning, the chief mate with two boats' crews and the English interpreter pulled into another bay and landed himself and the interpreter, with boats afloat and oars ready for a spring in case of a surprise. Our rule in those days was that if the women and girls were at the shore we were comparatively safe from attack by the natives. At this landing neither men nor women were to be seen, and, fearing ambush, we left for the ship. When the captain left the Sandwich Islander on the shore for the night he took the chief's son as a hostage for the safety of our interpreter.

"With the ship off and on through the night, in the morning we stood in toward the upper bay, when a canoe came off with a New

Zealand native, who came on board and gave us a full account of how they had killed the Sandwich Islander and eaten him, with a description of the festivities or revels during the night. The captain ordered the ship put away for Nukahiva. When on her course, with yards trimmed, tacks down and sheets aft, with a spanking trade wind breeze on the quarter, there comes a scene which would require an artist to describe. The first officer goes to his stateroom for the knives for the purpose of having the top and top gallant masts scraped. He, without giving any thought to our hostage, comes up the gangway with the glittering knives, six of them, in his hands, when with a scream our hostage, the handsome boy, nude with the exception of tapa about his loins, springs into the bow boat and, with the agility of a cat, runs on the outer gunwale into the waist boat, reaches in and catches the end of the main clew garnet and putting a noose around his neck and on to the outer gunwale of the waist boat, is ready for a spring.

"Catching on to the situation in a flash, the mate dropped the knives and held up both hands, while our interpreter explained and persuaded the hostage to unloose the rope from about his neck and come on deck. Then he told us that as they had killed and eaten our man he supposed the knives were to be used to kill him, and to be used in eating him. This boy remained on the ship a year or more and rowed the tub oar in the writer's boat.

"Being at one time near Savage Island in a calm and entirely smooth sea, a large sperm whale hove in sight, coming towards the ship. After spouting, or breathing fifty or sixty times, it turned flukes and went down. The boats were immediately lowered and placed by direction of the captain, when the whale spouted, having been down nearly one hour. He was nearest the captain's boat, who with paddle and with little noise slipped alongside the big fellow. When the boatsteerer threw his harpoons, only one of them entered the whale. He, not liking the sensation, at once sounded, taking out nearly 250 fathoms of line. In the mean time the other boats were pulling for dear life to the assistance of the captain, who was now hauling in the 250 fathoms of line. As the chief mate's boat drew near, the whale having broke water and for the time being very quiet, the captain called out that he had but one iron in and for us to be quick and get fast. Now the boat is being

rushed square off and on to the whale, with boatsteerer on his feet, harpoon in hand. Before near enough to dart, the whale settles out of sight, and in an instant, rising, strikes the boat on the port bow with his jaw, knocking all of us overboard excepting the tub oarsman, who was jammed between the tub, with 250 fathoms of line it it, and the side of the boat. When the writer came up he caught the gunwale, and raising himself to enter, he found the whale's jaw occupying the length of the boat, on the thwarts, or seats. Thinking there was not room for him he called to the Swede to jump. At this instant the whale rolled with the line so caught over his teeth as to hold the boat right over him. Starting at good speed to run, with boat thumping on his back, until she turned bottom up and the poor Swede was seen no more. The second mate's boat approaching, it took the writer in, and while the third mate picked up the men and was saving boat-oars, etc., we at once proceeded to help the captain secure the whale. The master was a most excellent whaleman, never darting the lance when he could get near enough to set on the whale, that is, hold on to the pole and push his lance into the vitals of the whale; and now, while the vicious whale had his eye on our boat, the captain rushed in. In lance and out of the spout hole with his breath came the thick buckets or barrels of blood, when the victory was won. The whale was taken to the ship, cut in, and boiled out over eighty barrels of sperm oil.

"We proceeded on our voyage or cruise to the Vasquez ground and New Zealand section, in sight and out of sight of 'French Rock,' a small island or rock rising perpendicularly from the ocean several hundred feet high, located north of North Cape of New Zealand, which was formerly a favorite feeding ground for the sperm whale. Cruising here for several months, then further south for right whales, and after taking several, the captain put away for ports on the Chilian coast. About this time high words having arisen (in adjective form) between the captain and first officer, the master by his privilege of position ordered the mate off duty.

"Now, the first officer off duty, the second officer became the executive officer of the deck. He very soon had trouble with the crew in which the captain requested some aid of the disrated first officer. Order being restored and the second mate, making due apology to the master, was reinstated.

"Making our passage to the eastward, when in the longitude of Pitcairn Island the ship was put to the north and at 8 A. M. on the next day we made the land, appearing more like a sail or ship in the long distance. On nearing, we found the island to be nearly 2,000 feet high, and about five miles in circumference, with a ledge of rocks making off a few rods from the north and south points. When within two miles of the island five of the natives came off in their canoes, the canoes being dug out of a tree ten or twelve feet long and about two feet wide with keel from three to four inches broad.

"The natives, before coming on board, very politely asked permission of the captain. They speak very good English when talking to English or Americans, but not intelligible at all to me when talking to each other, owing to their talking so very quickly. At 9 in the morning I went on shore, and found it very tiresome in walking up the long, steep hill or cliff. Their houses are built of boards, planed, the sides and ends. The sides ship and unship on account of its being very warm. The roofs are thatched with the leaves of the trees. We found the people very friendly and hospitable, the young married and single women very diffident. They are tall—the most of them—and handsomely shaped. Their every day dress is a loose gown, with no shoes, bonnet or handkerchief. Their children are very pretty and healthy, and are good scholars. The boys at ten and eleven had gone in the arithmetic as far as the rule of three. The men are well made, tall, with good features, and are very strong. They are very fair and honest in all their dealings. Their principal industry is in cultivating the ground. The island is equally divided among all the people. In trading with ships every family sells an equal share. The women are very strong. I met several coming from the mountain. When down to the village I took the load from some of their backs, and counted five large watermelons as one load. 'These women are between the age of thirty and forty, and the mothers of ten or twelve children. An American lady could hardly come up to that. The girls are marriageable at the age of twelve, and mothers of fine children at thirteen. Rather too young for our folks.' The above in quotation marks is a copy from my journal written in the fall of 1839 at the time of our visit to the island. When the boats returned to the ship with the captain, he was accom-

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panied by John Adams, the son of John Adams, one of the survivors of the *Bounty*, and Christian, the son of Lieutenant Christian, the leader of the mutiny. By invitation of Adams I spent the night at his home. His family at this time consisted of wife and one daughter, and I received the most hospitable treatment in their simple and womanly manner. The boats, coming in in the morning, were loaded with the products of the island, when I returned to the ship.

"And now I come to the circumstance which has been one of interest to me. The reader will bear in mind that the writer was off duty by direction of the master. To my surprise, when on board ship, Christian and Adams invited me to the cabin. There they stated that they had learned from the captain of the difficulty existing between the master and myself. Their desire at this meeting was in a Christian spirit to bring about a settlement of the difficulty, with my return to duty, endeavoring to convince me that the first approach could not and should not be made by the captain, but if I would give them one word of desire to soften the relations with the captain the whole difficulty would be amicably settled and the voyage pursued with the right spirit between the master and myself. We will bear in mind that the sons of the mutineers were about double the age of the writer. The writer's answer to these sons of that lonely island of the South Pacific was that the interest of the owners, captain and myself would be better served by our separation, and when arriving in port would take my discharge. In the mean time (which would be short) if ordered to duty I should obey; otherwise, would remain as I was. The earnest, honest and simple pleading of these men would be more interesting were I able to give it in detail in their own earnest manner; and recollecting that one of them was the son of John Adams, the other of that high-spirited, well educated, and of good family record, Lieutenant Christian, that could not brook the indignities put upon him by that tyrannical commander, Bligh, of the *Bounty*, and bringing about what is rightfully termed the mutiny on that English government ship—yet doing all this without any sacrifice of life, until the judgment comes. 'As ye sow so shall ye reap.' Nearly all of these sons of the ocean met their end in violent death—three of them at the yardarm, the rest, except John Adams, by the hatchet or club of the natives with whom they cast their lot.

"Now leaving the island of Pitcairn and the people, who were at that time, 1839, without spot or blemish, a highly moral and virtuous people, and after a pleasant run, we arrived at our port on the coast of Chili, where the first officer received his discharge, with an order on the owners for his part of the cargo. Taking passage for home on a good American ship, the chief mate of which was taken sick a short time out, the writer filled his place until his recovery. All of which was so satisfactory to the captain and that gentlemanly merchant, owner, and agent of the ship, that he would not receive the money stipulated for the passage."

In 1847 the ship *Titan* of New Bedford, put into Sydenham's Island (one of the King's Mill group) to recruit. While the captain with his boat's crew were ashore purchasing a fluke chain, the natives, incited by a renegade Spaniard, attacked and captured the ship, killing one of the mates and several of the crew. The second mate, with his men, escaped in a boat. The ship worked off shore and the natives left her. She was afterward carried into Papiete, one of the Society Islands. The *United States* and *Alabama*, both of Nantucket, touched at the King's Mill group and succeeded in rescuing the survivors. In all, five were killed and seven wounded.

The ship *Ann Alexander*, Capt. John S. Deblois, which belonged to New Bedford, sailed from port June 1, 1850. On August 20 Captain Deblois, having reached the whaling ground known as the "Off-shore Ground", discovered whales at about nine o'clock in the morning. The boats were immediately lowered, and by noon the mate's boat was fast to one. The whale ran a short distance, and then turning, rushed at the boat, seized it in its jaws, and in an instant had smashed it to fragments no larger than a common chair. Captain Deblois immediately hastened to the rescue and took the mate's crew into his own boat, which then contained eighteen men. In the mean time, the disaster having been observed from the ship, the waist boat was dispatched to assist. When it arrived the crews were divided, the mate taking command of the waist, and the captain continuing with his own (or the starboard) boat. The attack was recommenced, the mate's boat being in the advance. No sooner had the whale perceived this demonstration, than he again turned upon the mate, and before anything could be done

to avoid the assault, the second boat had shared the fate of the first. Again Captain Deblois picked up the swimming crew and ordered his men to pull for the ship. The situation had become exceedingly critical, for the whale still maintained his hostile demonstrations towards the now greatly over-loaded boat. They had proceeded but a little distance on their return, when he was discovered with jaws widely open, in hot pursuit. Situated as they were, six or seven miles from the ship, with an enraged whale in pursuit, and no rescuing boat at hand, destruction seemed inevitable. But to their surprise and joy, the monster passed without harming them, and they sooned regained their vessel. Again on board, a spare boat was sent to pick up the oars of the demolished ones, and on their return the attack was renewed upon the cetacean from the ship. As she passed him a lance was thrown into his head. This but served to still more infuriate him, and he again assumed the offensive, making for the ship. As he came near the vessel was hauled on the wind, and the whale allowed to go past, after which Captain Deblois again advanced his ship to the attack. When within about fifty rods of the whale, it was discovered that he had settled some distance below the surface of the water. It being about sundown, the attack so far as the sailors were concerned was given up. Not so, however, with the whale. Captain Deblois had been standing on the knight-heads, iron in hand, ready to strike when the ship had got near enough, the vessel moving through the water at the rate of five miles an hour. Before time enough had elapsed for him to change his position, he discovered the monster rushing toward the ship at a speed of fifteen knots, and in an instant he struck her a terrible blow about two feet from the keel, and just abreast of the foremast, shaking her with as much violence as though she had struck a rock, and breaking a large hole through her bottom, through which the water poured in a rushing stream. As soon as the extent of the damage was discovered by Captain Deblois, he ordered the anchors cut away and the cables got overboard, that the ship might be lightened as much as possible. One anchor and cable was cleared, but the other chain, being made fast around the foremast, was not cast off. The captain also hastily secured his chronometer, sextant, and charts, though the water had invaded the cabin to a depth of three feet. The boats were cleared away, and such articles of necessity as it

was possible to get were put in them. The captain made another, but ineffectual attempt to get into the cabin, and then ordered the boats to shove off. He was the last man to leave the ship, which was already on her beam ends, with her topgallant yards under water, and he was obliged to throw himself into the water and swim to the nearest boat. When clear of the vessel, and beyond the influence that her sudden sinking would have on the surrounding water, an examination was made of the stores, which were found to consist of but three gallons of water, for not a mouthful of provisions of any kind had been saved. Their boats each contained eleven men, and such was the condition of them that it required unremitting bailing to keep them afloat. The next morning at daylight, the vessel being still above water, the captain, who alone dared venture on board, succeeded in cutting away her masts with a hatchet. This being done, she righted. The crew then went on board, and with the aid of their whaling spades, cut away the cable which still hung around the foremasts; and when that went overboard, the ship sat nearly upright. Holes were now cut in the decks, with the hope of saving some provisions, but all that could be got was five gallons of vinegar and twenty pounds of bread. It must have been with indescribably heavy hearts that these wrecked mariners set off from the so lately gallant ship, that had been for many months their home, and to which they must have become attached, as every true sailor does to his vessel. On the wide waste of waters, in boats which at their best were but frail shells, but which now were in poor condition and leaking, with but twelve quarts of water and not one full day's stock of food, their situation was indeed appalling. The terrible alternative was forced upon them that unless a speedy rescue could be effected, the time was near at hand when the lives of one or more of their number must be sacrificed, that the others might survive. With what horror must they have recalled the terrible tale of the loss of the *Essex*, and remember how, one by one, her crew wasted away and died, or how, when the fearful lottery of death was drawn, a miserable wreck of a man, a mere animate mass of skin and bones, yielded up his life to prolong that of his companions. Happily this was not to be their fate. Steering northerly, hoping to reach a rainy latitude, and thereby to prolong with water that life which they had no food to sustain, on the 22d of August they sighted a sail,

signaled it, and to their indescribable joy were seen. Soon they trod the deck of the ship *Nantucket*, Capt. Richard C. Gibbs. Five months later this pugnacious whale was taken by the *Rebecca Simms*, of New Bedford. Two of the *Ann Alexander's* harpoons were found in him, and his head had sustained serious injury, pieces of the ship's timbers being imbedded in it. Disease had robbed the whale of his propensity to resist attack, or of any further "carrying of the war into Africa." He yielded to his captors from seventy to eighty barrels of oil.

On the 21st of October, 1851, the ship *Junius*, of New Bedford, was lost on a reef in Mozambique Channel. The crew left the ship, unable to secure any provisions except four salt hams. All but one boat's crew landed at St. Augustus Bay, about 200 miles from the scene of their shipwreck, having been in their boats six days and nights, without water, and with no food except the hams, which to men in their situation were but little better than no food. The missing ones were subsequently rescued.

On March 4, 1854, the ship *Canton*, of New Bedford, was wrecked on a reef in the Pacific Ocean, situated in south latitude two degrees forty-five minutes, and 103 degrees west longitude. The crew gained the shore of a small barren island, and there subsisted as best they could for four weeks. During this time, in the best procurable shade, the thermometer denoted a temperature of 135 degrees by day, and ninety-four by night. Long existence there was out of the question, since their only source of supplies was the wreck of their vessel, and it was determined to endeavor to reach the King's Mill group of islands, some 800 miles distant. Having procured a very limited stock of bread and water, they started in four boats, reducing themselves to an allowance of one-half pint of water and half a biscuit per day to each man. During the night the boats were kept together, but in the day time they separated as widely as was prudent, to increase their chance of seeing a sail. On their perilous voyage they encountered considerable severe weather, and passed the islands where they intended to stop. When at length, after a voyage of forty-five days, they landed at Sypan (one of the Ladrones) not one of their number was able to stand. Here they caught birds and fish and obtained cocoanuts, but no water, and they again started, this time for Timais, distant about thirty miles. Arrived off there, the

commander refused to allow them to land, thinking they were pirates. He even ordered his soldiers to fire upon them, but they finally convinced him who they were, and he supplied them with bread and water. Four days after, they landed at Guam, having sailed in their boats about 3,500 miles.

Among the dangers encountered by the whalemen in the Pacific Ocean is that of the insidious attacks of the boring worm. The least exposed place on the planking, where the copper may have been chafed off, serves as a rallying point for the teredo. Soon the vicinity of the break becomes honeycombed with its habitations, and fortunate it is for the sailors if a warning leak drives them into some haven for repairs while yet the damage is repairable. A noteworthy instance of the havoc made by these "toilers of the sea" occurred on the ship *Minerva 2d*, of New Bedford, Captain Swan, in 1857. In August, 1856, while off King's Mill group, she touched on a reef, the water at the time being perfectly smooth, and but little wind blowing. So trifling was the sensation of the contact, that Captain Swan gave himself no thought that any damage was sustained, and the voyage was continued as usual till February, 1857, when, in a heavy gale, the vessel was found to leak 250 strokes per hour. She reached Norfolk Island on the 19th of March, but was blown off by heavy gales, which continued for three days. The leak meanwhile increased to 1,000 strokes, and Captain Swan bore away for Sidney. On the 29th of March she was leaking 2,400 strokes (or about 16 inches) per hour, and Captain Swan had the forehold cleared to examine the cause of the trouble. Upon cutting through the ceiling several holes were found in the bottom, through which the water was rushing furiously. These the men, though standing in the water up to their middles, succeeded in plugging up and covering with canvas and blankets well tarred. Over these a stream chain was coiled, to prevent the plugs from bursting in from the force of the water, and the pumps were kept going day and night. The ship reached Sidney on the 7th of April, and was taken upon the marine railway. It was found that two sheets of copper had been rubbed off, and the planks laid bare were completely eaten to a shell by the worms. "No person, not an eye-witness," said the captain, "would have believed the planks would have held together, and it was certainly wonderful that in plugging the

whole plank was not driven out, in which case every soul on board must have been drowned before the boats could have been lowered."

In 1857 the ship *Junior*, of New Bedford, Captain Mellen, sailed on a voyage to the Indian and Pacific Oceans. On Christmas Day Captain Mellen served to each of the crew a small glass of spirits. To all appearances this act was appreciated and reciprocated in sentiment by the crew. This being accomplished, Captain Mellen returned to his cabin, and soon he and his officers were calmly slumbering in their berths, little dreaming that hands that had just received the token of good feeling would soon be reeking with their blood. The larger part of the crew, who also had no suspicions of the cold-blooded schemes of their comrades, also turned into their bunks and slept. About 1 o'clock in the morning of December 26 the ringleader of the mutiny, Cyrus Plummer, with four of his associates, all armed with cocked guns and extra loaded, entered the cabin, having first stationed five others outside, to prevent aid reaching the officers in case they gave the alarm. With the muzzles of their guns almost touching the bodies of their victims, the conspirators, at the word from Plummer, fired. Three bullets pierced the body of the captain, who was almost instantly killed. The first mate, shot by six balls, survived. The third mate was killed with a whaling spade or lance, as he rose, wounded by the murderous muskets. Alarmed by the discharge of the fire-arms, the remainder of the crew rushed to the deck, where they were confronted by the whole force of the mutineers. The loyal portion of the crew had no resource but to submit. When within about twenty miles of the coast of Australia, Plummer and his accomplices, taking two whaleboats, and rifling the ship of everything they could find of value, left the vessel. Eight of them were subsequently captured.

INCIDENTS RELATING TO NEW BEDFORD WHALING VESSELS.

Capt. Prince Sherman, of the ship *Parker*, was lost from a boat while fast to a whale, December 14, 1841. March 11, 1845, the ship *Tacitus* was lost in a hurricane on the Island of Roratonga. March 9, ship *Lucas*, Captain Borden, was driven ashore on the Island of Madagascar. The crews in both cases were saved. May 1, the ship *Maria Theresa*,

in a violent gale, lost her first officer and three seamen. February 27, a mutiny occurred on the ship *Sharon*, of Fairhaven, during which Captain Norris was brutally murdered and the ship was in full possession of the mutineers. She was recaptured through the shrewd bravery of the third officer, Benjamin Clough. The first and second officers were in a boat near the ship, when Clough dropped over the side of the vessel, and entered the cabin through a window. He shot one of the mutineers who stood in the companion-way, and with the aid of the two officers captured and put in irons the other mutineers. April 24 bark *Frances*, Captain Taber, with 380 barrels of oil on board, was burned at Mauritius. March 22, 1848, bark *Pacific 2d*, Captain Little, was lost on a reef at Pernambuco. April 30 ship *Hope*, Captain Tucker, was wrecked near Cape Brett. January 28, 1849, bark *London Packet* Captain Howland, was lost on the Cape de Verd Islands. Five or six of the crew were drowned. 1850, ships *Isabella*, *Hercules*, and *Charles Drew* were lost. July 13, 1851, ship *America*, Captain Seabury, was lost in the ice. December 29, 1853, Capt. James L. Nye and two seamen of bark *Andrew* were killed by a whale off the coast of Peru. January 26, 1855, ship *Logan* Capt. Moses Wells, was lost on Sandy Island Reef, and four men were drowned. The survivors landed on the Feejee Islands. June 5, 1856, ship *Mount Vernon* was stove and sunk by ice in Ochotsk Sea. March, 1857, ship *Alice Mandell* was lost on Pirate Shoals, China Sea. Two men lost. In 1856 ship *Canada* was lost on the coast of Brazil through the intemperance of Brazilian officials. She was subsequently paid for by the Brazilian government. May 20, 1859, Capt. Martin Palmer, of bark *Kingfisher*, was taken down by a foul line, and drowned. May 24, 1859, ship *Caroline* was wrecked on Minerva Shoals. One man was lost. Ship *Twilight* Capt. S. Hathaway, was lost at the Island of Hevaoa, June 1, 1859. The crew had serious trouble with the natives, but they were protected by the resident missionary. In 1860 first mate John C. Clark of ship *Gayhead* was taken out of a boat by a whale. His body was recovered after hauling in 150 fathoms of line. In 1860 ship *Rapid* met with a series of misfortunes. She was set on fire by the crew, struck on a rock, and ran into the *Jeannette*. September, 1860, the bark *Superior* was burned by the natives of the Solomon Islands, and all but six of the crew were

massacred. In 1862 the ship *Reindeer* was attacked by the natives in the Arctic. In 1863 the bark *Smyrna* was burned by her crew at St. Helena. In 1864 the bark *Plover* was lost on a reef north of the Feejee Islands. April 3, 1867, the bark *Canton Packet* was lost in a typhoon off Japan. Five men were lost. The vessel struck on Cape Syra and broke in two in ten minutes. November 14, 1867, the bark *Andrews*, Captain Russell, was lost at Harrison's Point, Cumberland Inlet. In 1870 bark *Alto*, Captain White, was lost on a reef near Falkland Islands. In 1872 the crew of the *Java 2d*, mutinied, killed the third mate (J. W. Jones), beat and tied up the first mate, and escaped while Captain Kempton was on shore. In 1876 bark *Catalpa*, Capt. George S. Anthony, fitted ostensibly for a whaling voyage by John T. Richardson, was sent to Australia and effected the rescue of Fenian prisoners.

SOME GREAT VOYAGES MADE BY NEW BEDFORD WHALERS.

In June, 1823, the Wilmington and Liverpool packet, Captain Richmond, Pacific Ocean, 2,600 barrels sperm oil, the largest amount procured by any New Bedford ship up to that date. Value $65,000. 1830, ship *Magnolia*, Capt. George B. Worth, voyage of forty-one months, 3,451 barrels sperm oil. Value $85,000. 1838, ship *William Hamilton*, Capt. William Swain, 4,181 barrels sperm oil. Value $109,269. 1842, ship *America*, Captain Fisher, 400 barrels sperm, 4,300 barrels whale oil, and 45,000 pounds bone. Voyage twenty-six months. Value $66,478. 1849, ship *Russell*, Captain Morse, voyage three years and four months, 2,650 barrels sperm oil, value $92,000. 1850, ship *Coral*, Capt. Humphrey W. Seabury, voyage three years, 3,350 barrels sperm oil, value $126,630. 1850, ship *Envoy*, Capt. W. T. Walker, cost of outfits about $8,000, obtained 5,300 barrels sperm and right-whale oil, and 75,000 pounds bone. Value $138,450. 1852, ship *Saratoga*, Capt. Ephraim Harding, voyage thirty-three months, 230 barrels sperm, 4,022 barrels whale oil, and 68,000 pounds bone, value $124,000. 1853, bark *Favorite*, Captain Pierce, voyage three years, 300 barrels sperm and 4,300 barrels whale oil, 72,000 pounds bone, value $116,000. 1853, ship *Montreal*, Capt. Frederick Fish, voyage thirty-two months and fifteen days, 195 barrels sperm, 3,823 barrels of whale oil, 31,700 pounds

bone, value $136,023.19. 1853, ship *Sheffield*, voyage four years, 7,000 barrels whale oil, 115,000 pounds bone, value $124,000. Bark *Minerva*, Captain Penniman, arrived in 1864 with cargo of 2,000 barrels sperm oil, value $120,000. Bark *Mary and Susan*, Captain Howland arrived with cargo of 2,000 barrels sperm oil, value $120,000. Ship *Corinthian*, Captain Lewis, arrived April 20, 1866, with 570 barrels sperm oil and 4,000 barrels whale oil. Ship *George Howland*, Captain Jones, arrived April 16, 1866, with 360 barrels sperm oil and 4,100 barrels whale oil. The gross value of each of these two voyages was $250,000, and it is said that $125,000 profit was made on each, on a capital of $25,000. The ships were owned by George jr., and Matthew Howland, and sailed in 1862. 1866, ship *Onward*, Capt. W. H. Allen, 180 barrels sperm oil, and 62,100 pounds bone. 1867, ship *Commodore Morris*, Capt. Jacob A. Howland, North Atlantic Ocean, voyage thirty months, 2,700 barrels sperm oil, value $192,000. Average price of sperm oil $2.50 per gallon. Bark *Reindeer*, Captain Baker, 2,900 barrels sperm oil, voyage forty months, average price 97 cents per gallon. Value about $100,000. 1886, bark *Europa*, Capt. George Baker, voyage in Japan aud Ochotsk Seas, 6,300 barrels whale oil, 900 barrels sperm oil, and 63,000 pounds bone. Value $248,000.

SYNOPSIS OF IMPORTS INTO NEW BEDFORD FROM 1804 TO 1877.[1]

Year.	No. Vessels Returning.	Import, Sperm Oil, Barrels.	Price.	Import, Whale Oil. Barrels.	Price.	Import, Bone, Pounds.	Price.	Total Valuation, U. S. Imports.	New Bedford Tonnage.
1804..	23*	2,035	$1.40	14,600	$ .50		$ .08	$ 530,126.70	
1805..	16	3,100	.96	11,300	.50		.10	703,752.92	
1806..	1	1,200	.80				.07	680,103.48	
1807..	1		1.00	6,700	.50		.07	828,771 88	
1808..	8	3,800	.80	3,800	.50		.07	543,016.50	
1809..	7	4,750	.60	2,000	.44		.08	525,164.92	
1810..	13	10,920	.75	4,500	.44		.08	666,865.81	
1811..	4	4,700	1.25	1,500	.40		.09	1,180,494.96	
1812..	6	6,000	1.00	1,000	.40		.10	529,120.00	
1813..	2	2,400	1.25		.50		.10	180,167.85	
1814..	1	1,800	1.25		1.40			140,167 80	
1815..	2	620	1.00		.83			71,522.01	
1816..	7	1,350	1.12½	1,500	.65		.12	458,700.08	
1817..	13	7,490	.72	7,800	.60		.12	1,091,576.88	
1818..	3	2,250	.90	1,000	.50		.10	838,570.30	
1819..	13		.83	17,880	.35		.10	987,381.52	
1820..	28	8,680	.93½	21,580	.35	17,045	.10	1,523,571.37	
1821..	29	12,680	.67½	15,070	.33		.12	1,324,396.29	
1822..	25	12,305	.65	20,705	.32	13,174	.12	1,402,857.70	
1823..	39	29,843	.43	23,736	.32	14,068	.13	1,820,114.25	
1824..	38	29,100	.45½	32,969	.30	9,314	.13	1,973,756.58	
1825..	23	13,659	.70½	23,178	.32	38,365	.15	1,912,765.87	
1826..	16	5,723	.75	18,220	.30	11,389	.16	1,035,018.78	
1827..	36	47,127	.72½	18,186	.30	47,785	.18	2,499,735.00	
1828..	38	22,208	.62½	26,438	.26	32,191	.25	1,495,181.15	
1829..	35	30,277	.61½	26,130	.26	211,631	.25	2,172,947.50	
1830	46	40,513	.65½	35,271	.39	280,438	.20	3,487,949.56	
1831..	47	45,833	.71	49,186	.30	21,200	.17	4,139,790.61	
1832..	50	23,705	.85	72,735	.23½	24,000	.13	3,352,618.17	
1833..	56	43,775	.85	62,750	.26		.13	4,170,754.89	
1834..	56	57,688	.72½	41,419	.27½	16,000	.21	4,033,317.55	
1835..	53	66,792	.84	30,488	.39	90,000	.21	6,095,787.35	
1836..	53	39,654	.89	38,243	.44	32,000	.25	5,888,044.42	
1837..	53	56,831	.82½	63,683	.35	242,316	.20	6,483,651.90	
1838..	92*	77,000	.86	84,100	.32		.20	6,250,842.89	
1839..	75	61,695	1.08	72,890	.36		.18	7,524,060.30	56,118—1839
1840..	82*	63,465	1.00	75,411	.30		.19	7,230,534.30	

NOTE.—Up to 1815, and in years marked * Fairhaven is included.

[1] From Starbuck's History of American Whale Fishery.

SYNOPSIS CONTINUED.

Year.	No. Vessels Returning.	Import, Sperm Oil, Barrels.	Price.	Import, Whale Oil, Barrels.	Price.	Import, Bone, Pounds.	Price.	Total Valuation, U. S. Imports.	New Bedford Tonnage.
1841.	57	54,860	$ .94	49,555	$ .32		$ .20	$ 7,125,970.88	
1842.	63	70,909	.73	51,112	.34		.23	4,379,812.03	
1843.	56	61,066	.63	40,922	.34	409,220	.36	6,293,680.21	69,708—1843
1844.	76	54,509	.90¾	102,992	.36⅓	978,592	.40	7,875,970.38	76,784
1845.	68	52,022	.88	83,724	.33	1,006,007	.34	9,283,611.75	82,633
1846.	62	38,380	.87½	80,812	.33¾	456,900	.34	6,203,115.43	82,701
1847.	79	56,437	1.00¼	98,735	.36	1,568,200	.31	8,419,288.49	80,947
1848.	75	48,827	1.00	115,436	.33	621,900	.25	6,819,442.78	81,075
1849.	64	46,338	1.08⅞	72,961	.40	797,300	.21⅞	7,069,953.74	77,138
1850.	64	39,298	1.20¾	91,627	.49½	1,081,500	.32	7,564,124.72	81,442
1851	94	45,150	1.27½	155,711	.45½	2,349,900	.34⅓	10,031,744.05	94,642
1852.	59	40,313	1.23¾	42,352	.68¼	925,600	.50¾	5,565,409.89	104,006
1853.	91	44,923	1.21¾	118,673	.58¼	2,835,800	.34⅓	10,766,521.20	107,512
1854.	113	42,924	1.48¾	175,336	.59½	1,669,200	.39¼	10,802,594.20	105,459
1855.	78	42,987	1 77¼	102,968	.71¼	1,460,500	.45¼	9,413,148.93	107,702
1856.	79	52,885	1.02	81,783	.79½	1,087,600	.58	9,589,846.36	114,364
1857.	105	48,108	1.28⅓	127,362	.73¼	1,350,850	.96¾	10,491,548.90	110,267
1858.	80	46,218	1.21	103,105	.54	1,184,900	.92¼	7,672,227.31	107,931
1859.	89	64,327	1.36¼	121,522	.48½	1,608,250	.88	8,525,108.91	103,564
1860.	88	43,716	1.41⅓	90,450	.49⅓	1,112,000	.80¼	6,520,135.12	98,760
1861.	85	47,404	1.31⅓	72,134	.44⅓	724,434	.66	5,415,090.59	86,971
1862.	68	36,529	1.42¾	61,056	.50⅓	297,600	.88	5,051,781.64	73,061
1863.	66	42,458	1.61	43,191	.95¼	307,950	1.53	5,936,507.17	64,815
1864.	77	48,172	1.89½	35,883	1.28	224,250	1.80¾	8,113,922.07	58,041
1865.	57	21.292	2.25½	51,693	1.45	376,450	1.71¾	6,906,650.51	50,403
1866.	40	21,345	2.55	44.513	1.21	392,100	1.37	7,037,891.23	53,798
1867.	62	24.552	2.27	72,108	.73½	731,146	1.17¾	6,356,772.51	52,652
1868	69	31.841	1.92	49,939	.82	667,507	1.02⅓	5,470,157.43	50 628
1869.	59	32,673	1.81½	54.566	1.01¾	471,495	1.23	6,205,244.32	50,775
1870.	59	42,886	1.36¼	49,563	.67⅓	569,861	.85	4,529,126.02	50,213
1871.	56	30.654	1 31	55,710	.64	560,993	.77	3,691,469.18	40,045
1872	33	33,021	1.45¼	15,573	.65⅓	177,868	1.28⅓	2,954,783.00	36,686
1873.	39	30,229	1.47½	25,757	.62¼	150,598	1.08⅓	2,962,106.96	32,556
1874.	32	25,480	1.59	26,349	.60⅓	321,637	1.10	2,713,034.51	29,541
1875.	53	34,430	1.60⅜	25,067	.65¼	359,973	1.20¾	3,314,800.24	31,691
1876.	55	30,233	1 40½	20,535	.56	93.484	1.96	2,639,463.31	30,464

CHAPTER XXIII.

MANUFACTURING INDUSTRIES.

Character of Early Mechanics — John Loudon's Ship Yard, 1760 — First Mechanics — New Bedford as a Cotton Manufacturing City — Population — Capital Invested — Number of Establishments and Employees — Value of Manufactured Product — Brief Sketches of Various Industries.—The Wamsutta Mills —Their Growth and Development —The Potomska Mills — The Acushnet Mills — The Hathaway Manufacturing Company — The City Manufacturing Company — The New Bedford Manufacturing Company — The Howland Mill Corporation — The Bennett Manufacturing Company — The Grinnell Manufacturing Corporation — The Oneko Woolen Mills — Early Cordage Factory — The New Bedford Cordage Company — The Manufacture of Oil — First Try Houses — Early Oil and Candle Factories — Advent of Petroleum — Modern Methods — Present Oil Works — Manufacture of Glass — Silverware — Toys and Novelties — Art Manufactures — Early Shoe Factories — Present Boot and Shoe Factories, etc.

AN important feature in the history of New Bedford is the birth and growth of its industries, the development and magnitude of its manufactures. Prior to the introduction of cotton factories in 1846–47 the thousands of busy workers had been employed for nearly a century in trades and professions particularly identified with marine navigation and the whaling industry. The vicinity of New Bedford, Fairhaven, Russell's Mills and other places in Dartmouth, has, however, for many generations been the scene of active pursuits, employing the skill and genius of almost every class of mechanics and artisans, and inculcating in their posterity an aptitude for trade, and a clear and far-seeing business sagacity.

To-day New Bedford stands third in number of spindles in operation in cotton manufacturing cities of the country, being exceeded only by Fall River and Lowell. In the number of looms she is fourth, Manchester, N. H., in addition to the cities just named, outranking her. The cotton-mills here are among the best examples of their class. It is safe to say that in point of architecture, construction and equipment, as well as in the quality of their products, these mills have no superior in this or any other country.

The estimated total capital invested in home corporations carrying on various kinds of manufactures, and bank stocks, including premiums on shares, is over $27,000,000. In the 650 establishments there are employed more than 12,500 people, to whom are paid in salaries $4,600,000 annually. The stock and material used in these establishments is valued at $8,750,000, and the manufactured product at $16,000,000. The following brief sketches of the manufacturing and industrial interests are inserted to show how New Bedford capital is, and has been, invested:

The Wamsutta Mills.—The location of the mills at New Bedford to which was given the name of "Wamsutta," was the result of a combination of circumstances. During the months of September and October, 1846, several gentlemen in New York and the Hon. Joseph Grinnell, of this city, had under consideration a proposition from Thomas Bennett, jr., for the purpose of engaging in the manufacture of cotton in the State of Georgia, the business being extremely profitable there at that time, and Mr. Bennett having previously had experience in it in that State. This enterprise was looked upon with so much favor by those parties that Mr. Bennett, in company with the late William T. Russell, of this city, proceeded to that State on the 1st of November following, and examined several water-powers and mill locations, and made the requisite estimates and reports for adopting either one of them which might be considered the most desirable. On their return North late in December, 1846, they stopped in Washington, D. C., to confer with the Hon. Joseph Grinnell, then the representative to Congress from this district, and to make known to him Mr. Bennett's reports of the examinations made of the localities in the State of Georgia. This was in the first week of January, 1847.

Mr. Grinnell gave the reports, estimates, and the prospective profits of the Georgia enterprise a thorough examination, and in conclusion inquired why the mill could not be located in New Bedford, and on being informed that it could, but that it would be doubtful about the profits of the business if located there, he replied that the profits of the business were of not so much consequence as the safety of the capital invested, which he considered would be much more reliable in New Bedford than if the business was established anywhere in the Southern

States. The Mexican War was then in progress, which so far alarmed Mr. Grinnell that he thought the plan of locating the mill in the South should be given up. It was then arranged that Mr. Bennett should proceed at once to New Bedford and prepare his plans and estimates for locating the mill there, and have them ready to meet Mr. Grinnell on his return home after the adjournment of Congress on the 4th of March, 1847, when the whole matter would be carefully considered and an early decision reached. On the return of Mr. Grinnell, and after making an examination of the plans and estimates of Mr. Bennett, he decided that the mill must be located at New Bedford, but before coming to a conclusion as to the advisability of the project, he sought the advice of a practical cotton manufacturer, David Whitman, of Warwick, R. I. Mr. Whitman approved and encouraged the enterprise, and with this recommendation Mr. Grinnell gave it his hearty support, and headed the subscription list with $10,000, and made every effort to bring it to a successful result. This was the starting point of the Wamsutta Mills. Fortunately, in the year 1846, the Hon. Abraham H. Howland obtained from the Legislature of Massachusetts, by a special act, a charter for a manufacturing company to be located in New Bedford, under the name of the Wamsutta Mills, for the manufacture of cotton, wool, or iron, in the names of Jireh Perry, Matthew Luce, Thomas S. Hathaway and their associates. This charter was given to the proposed company, which enabled it to organize and proceed to business as soon as sufficient capital was subscribed. It was proposed to obtain a capital of $300,000, to build and put in operation a cotton mill of 15,000 spindles and 300 looms. After great efforts had been made by Mr. Grinnell and other friends of the enterprise, $157,900 was subscribed, and here it stopped and could not be advanced beyond that point. After several weeks of persistent labor to increase the amount of the subscription without avail, Mr. Grinnell added $2,100 more to his amount, making the whole $160,000, and it was then decided that the enterprise must be started on the $160,000, or be abandoned. The chief obstacles which were encountered in the establishment of the first mill, were the following: At that time the whale fishery was at the height of its prosperity. Every one who had money to invest sought for opportunities to join with some favorite agent in the numerous vessels that were being added

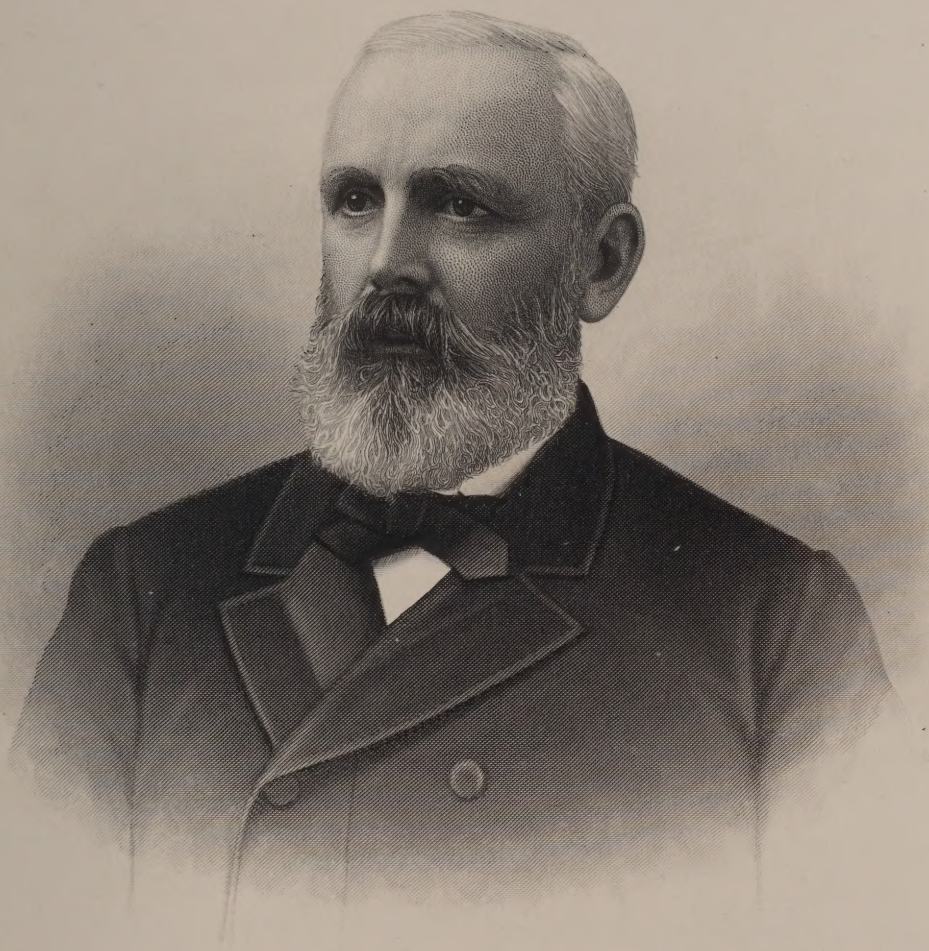
to the fleet. The profits were large and very certain, and the entire prosperity of the place had grown out of it. This was the one great obstacle in the way of getting sufficient capital for the first mill. The general sentiments of the citizens were in opposition to the introduction of manufactures by incorporated companies, and preferred those conducted by individual capital and enterprise, and such as were in connection with the whaling and shipping interests. Particularly so were the mechanics, who regarded the organized and disciplined labor and the longer hours of mill work as inimical to the labor interests. The enterprise was looked upon by the great majority of the people as an unsuitable one for the locality and doomed to failure from the start. Everything except the building stone had to be brought here, and all of the stone used for the engine foundations, shafting supports and some other uses was brought from Fall River. After the buildings were completed, all the overseers, machinists, carpenters and operatives were brought here from the manufacturing localities in Rhode Island, Connecticut, and central parts of this State. To provide homes for these people the company was obliged to build and maintain boarding-houses and tenements, and this feature of the enterprise has been continued ever since. There were but two outward and inward trains a day on the railroad. All water transportation was by sailing vessels. The telegraph had not been introduced here. The facilities in the place for doing any machine work were so limited that a machine shop became one of the first necessities of the mill, and one was established in the basement of the main building. The first stockholders' meeting was held June 9, 1847, and was called by a notice signed by Joseph Grinnell, Jireh Perry, Matthew Luce and Thomas S. Hathaway. At this meeting Mr. Grinnell presided, and Thomas Bennett, jr., was the secretary. The company organized and the charter was accepted, the following officers being chosen: President, Joseph Grinnell; treasurer and clerk, Edward L. Baker; directors, Joseph Grinnell, David R. Greene, Thomas Mandell, Pardon Tillinghast and Joseph C. Delano. It was voted to build a mill of 10,000 spindles, and Mr. Bennett was appointed agent, who, with David Whitman as consulting engineer, proceeded at once with the plans for the buildings and the contracts for the machinery. The selection of the location was a matter of careful con-

sideration, and as the tract of land to the south of Benjamin Rodman's mill-pond afforded such a valuable combination of advantages in its proximity to an ample supply of pure fresh water from the pond, the easy extension of the tracts of the New Bedford and Taunton Railroad into the mill yards, and the use of the railroad company's wharf, that it was fixed upon as the one site of all others to be secured. Negotiations were opened with Mr. Rodman for its purchase. To the great surprise of the directors, Mr. Rodman would not make a price for it, but requested them to make an offer for the land and the use of the water from the pond not to exceed four feet below the level of the waste way. The offer made was $7,500, which was at once accepted by Mr. Rodman, and work was commenced as soon as the title to the property passed to the company. It may here be remarked that all transactions with Mr. Rodman were conducted with the utmost liberality on his part.

The buildings of the No. 1 Mill were designed and erected for the capacity of 15,000 spindles and 300 looms, but on account of the insufficiency of the capital obtained, 10,000 spindles and 200 looms were all that were put in. The buildings were completed in the summer of 1848, and the starting of the machinery for the manufacture of goods was begun January 1, 1849. Near the end of the month of March following the 10,000 spindles and 200 looms were all in operation. Mr. Bennett recommended the style of goods that should be made in this mill, which in that day was considered impracticable by some manufacturers, for the reason that all previous attempts in the New England mills to produce that style and quality of goods had been failures. It was known as the Wamsutta shirting, and subsequently gained a world-wide reputation. At the close of the month of April, 1849, an account of stock was taken to ascertain the cost of the goods, the result of which proved much below the original estimate, and from this showing the success of the enterprise was assured. On the 9th of May, 1849, a meeting of the stockholders was held to consider the subject of increasing the capital of the company, and the report of the directors relating to the operation of the mill. It was voted to increase the capital stock to $300,000, and put in the additional 5,000 spindles and 100 looms. This additional capital was subscribed and paid in so slowly, that only $225,-

500 participated in the first dividend which was declared of five per cent. payable February 1, 1850. Before the second dividend was payable, August 1, 1850, the full $300,000 had been paid in. In January, 1853, the profits derived from running Mill No. 1 had been so satisfactory, the stockholders decided to build a second mill, which was finished and in full operation in the fall of 1854. The capital had been increased to $600,000 and the company had 30,000 spindles and 600 looms in operation.

At the closing of the accounts on the 1st of August, 1860, the success of the business had been so marked, and the company being unable to supply the demand for its productions, the stockholders decided to build a third mill, to contain 15,000 spindles and 300 looms. The capital was increased to $1,000,000. Building operations were commenced in September, and the mill completed late in the following summer. On account of the War of the Rebellion then prevailing, the building of the machinery was delayed as much as possible, but the company had to receive it in the summer of 1862. It remained unused however, until the fall of 1865. At this time a great demand came for the goods, and by January 1, 1866, the machinery was all running, and at that time the company was marketing the production of 45,000 spindles and 1,100 looms. The increased demand for the goods continued, the profits were in the ascension, and the stockholders decided to build still another mill, making four in all. This mill was to have a capacity of 45,000 spindles and 1,100 looms, and the capital was increased to $2,000,000. Work was begun as soon as possible, and in the summer of 1870 the new machinery was all in operation. At this time the company was operating 89,236 spindles and 2,173 looms, of which 2,071 looms were on the Wamsutta shirtings, and the remaining 102 looms on wider goods. Thomas Bennett, jr., terminated his connection with the company April 1, 1874, after having been in its employ as resident agent for twenty-seven years. He was succeeded by Edward Kilburn, who filled the position until 1888, when he was succeeded by Wm. J. Kent, the present agent. From the 1st of February, 1850, when the first dividend was paid, to April 1, 1874, the company paid fifty dividends amounting in the aggregate to three hundred and one per cent., and had an undivided surplus of about nine per cent.



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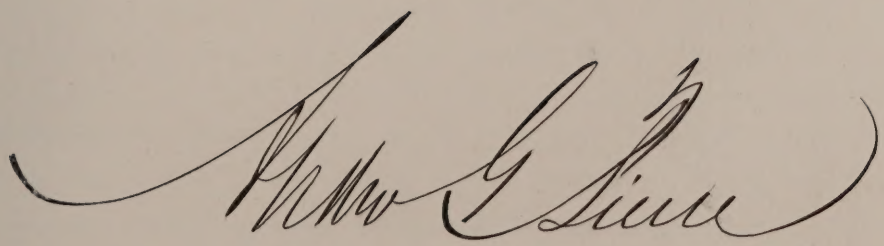

The following is an extract from a memoir of Joseph Grinnell, printed for private distribution, March 7, 1863: "In 1847 a reaction in manufacturing occurred. Then Mr. Grinnell urged his friends to unite in the erection of a cotton-mill. After great effort a capital of one hundred and sixty thousand dollars was subscribed, and a company under the title of 'Wamsutta Mills' was organized. Here again, after the act of incorporation was obtained, the presidency was thrust upon him; for whatever distrust he might feel in regard to taking the responsibility, his co-partners were determined to take no refusal.

"A lot of land was purchased, with a supply of water, of Benjamin Rodman, with whom, and the New Bedford and Taunton Railroad Corporation, many liberal and advantageous arrangements were made, so that the mill was connected with the railroad and tide water, to its great convenience and profit. The stock of the corporation has been increased from time to time, until it now amounts to one million of dollars. It has made liberal dividends after paying all taxes and retaining sufficient means to meet all depreciation in the value of buildings and machinery. In passing it may be remarked that the dividends of this company have amounted to one hundred and forty-eight and a half per cent. up to this time. But Mr. Grinnell does not claim for himself the merit of this success. To Thomas Bennett, jr., the agent and engineer of the establishment, he attributes the high reputation of the goods manufactured, and considers that the stockholders are largely indebted for their profits to his constant attention and skill."

As soon as the goods produced at the Wamsutta Mills in the spring of 1849 were put on the market, they were received with so much favor by the trade and consumers that the demand for them and the prices which they sold at once proved the mills to be a success, and a continuous one, demonstrating that New Bedford as a location for the manufacture of cotton goods was unequaled in its natural advantages, and possessed some which were peculiar and unattainable in other localities. There is a certain dampness and softness in the atmosphere, prevailing almost the entire year, which is exceedingly favorable to the production of cotton yarns of all numbers, and particularly so of those of the finest quality, and of an immense advantage in all weaving operations. The winters are mild and with but little snow and the summers

are cool with the exception of a few hot days, and it is never necessary for any of the operatives to loose time in the extreme heat of summer on account of its debilitating effects. From observations made from 1849 to 1874 the operatives in New Bedford enjoyed better health than those employed in interior towns, and consequently the amount of earnings was correspondingly increased.

But notwithstanding all the advantages to be obtained here, together with the success of the cotton manufacture, as demonstrated by the Wamsutta Mills, for some unexplained reason, although large sums of capital were often seeking investment, a further extension of the cotton manufacture did not attract it. Twenty-one years went by with those mills constantly turning out their profitable productions, before any attempts were made to establish the second manufacturing company, which was finally done in 1871, in the Potomska Mills and later by the Acushnet and others. In the years 1863–65 the shortage of help was so great that resort was made to Canada to supply the deficiency, and the Canadian French were obtained as the substitutes. Large numbers were brought to this city, as well as to all parts of New England, and since that time a constant supply has continued from that source.

Number 5 Wamsutta Mill was built in 1875 It is four hundred and thirty-three feet in length and ninety-three feet in width. Number 6 Mill was built in 1881–82, is of brick, three stories high, five hundred sixty-nine and one half feet long, and ninety-five feet wide. There are now in operation in all the mills of this corporation more than 220,000 spindles, and nearly 4,500 looms. The average number of hands employed is 2,200 and and the weekly pay roll $15,000. The magnitude of the motive power required to move the many thousands of spindles and looms is almost beyond comprehension, reaching nearly 6,500 horse power. The products of the Wamsutta Mills comprise some two hundred varieties in all grades and widths, of fine shirtings, cambrics, muslins, lawns, momie cloth, fancy weaves, sateens and cretonnes, and bleached and brown sheetings, plain, twilled, and double warp, in all widths up to one hundred twenty-four inches. There is also a yearly production of two million five hundred thousand pounds of cotton yarn Nos. 18 to 100, which meets with a ready sale. The quality of the Wamsutta shirtings and sheetings is well known, and the products of

the mills have always ranked among the highest. The mills consume weekly when in full operation, 500 bales of cotton, making an annual consumption of over 25,000 bales, out of which is manufactured 24,000,000 yards of cloth. The corporation provides for its operatives comfortable tenements of five and seven rooms each, over three hundred in number, and charges them rental at from $5.25 to $7.50 a month. The capital stock of the company was again increased in 1875 to $2,500,000 and in 1882 to $3,000,000, at which figure it now stands. The first president of the company, Joseph Grinnell, remained in that position, giving every phase of the enterprise constant and faithful thought and attention, until his death, February 7, 1885. His successor was Andrew G. Pierce, who had been treasurer since the resignation of Edward L. Baker on the 25th of August, 1855. Mr. Pierce is now treasurer, having been succeeded as president by William W. Crapo. The present officers are: President, William W. Crapo; treasurer, Andrew G. Pierce; directors, William W. Crapo, William J. Rotch, Edward D. Mandell, Horatio Hathaway, Francis Hathaway, Francis B. Greene, and Andrew G. Pierce. The selling agents of the corporation are Grinnell, Willis & Co., of New York, Philadelphia and Baltimore, and Francis A. Foster & Co., of Boston.

The Potomska Mills.—These mills occupy ground facing on South Water street, and running thence easterly to the Acushnet River. Mill No. 1 was erected in 1871, and is 427 feet in length, ninety-two feet in breadth, and four stories high. It has a weaving shed 180 feet in length, ninety-seven feet in breadth, one story high. Potomska Mill No. 2 was erected in 1877, the main building being 348 feet in length, ninety-two feet in breadth, and four stories high. It also has an ell 184 feet in length by ninety-two feet in breadth, which is one story high. There is a picker house seventy-one by forty-seven feet, two stories high. The buildings are all constructed of brick. The total number of spindles in both mills is 108,000, and the total number of looms, 2,734. The machinery is operated by steam, with engines of 1,900 horse power. In the two mills are employed 1,200 hands, and the company owns twenty-six four-tenement houses, which are rented at nominal rates to the help. The weekly pay-roll averages $8,000. The present average consumption of cotton is 10,000 bales per annum, and the amount of cloth

manufactured 20,000,000 yards. When originally incorporated the company had a capital of $600,000, but upon the erection of Mill No. 2, in 1877, this amount was increased to $1,200,000, at which it still remains. James Robinson was the first president, being succeeded by Edward Kilburn, who was subsequently succeeded by Andrew G. Pierce. Hiram Kilburn acted as superintendent until January, 1884, when he was succeeded by Manly U. Adams, who was followed by the present superintendent, S. E. Bentley. The present officers of the corporation are: President, Andrew G. Pierce; treasurer and agent, Manly U. Adams; directors, Horatio Hathaway, William J. Rotch, Wm. W. Crapo, Andrew G. Pierce, William Watkins, Francis Hathaway, Charles W. Clifford.

The Acushnet Mills.—This corporation was organized in November, 1882, and a four-story factory building was erected early in the following year, east of South Water street and south of Potomska Mills. A second mill was built in 1887, and the total number of spindles in both mills at present is 108,000 with 2,700 looms. The total number of operatives is 1,000. The average consumption of cotton is 9,000 bales annually, and a variety of fine goods is manufactured. The machinery is driven by two engines with a total capacity of 2,300 horse power. John Sullivan is the superintendent of the mills. The capital stock of the company was originally $750,000, but has been increased to $800,000. The present officers are: President, Horatio Hathaway; treasurer and clerk, Joseph F. Knowles; directors, Horatio Hathaway, William W. Crapo, Loum Snow, Gilbert Allen, Francis Hathaway, Thomas H. Knowles, William A. Abbe, Joseph F. Knowles, of New Bedford, and Thomas E. Brayton, of Fall River.

The Hathaway Manufacturing Company.—This company was organized in December, 1888, and in the following year a factory building was constructed just south of the Acushnet Mills. A fine quality of cotton cloth is manufactured, which entails the consumption of 2,650 bales of cotton annually, with a product of 5,550,000 yards of cloth. One engine of 800 horse power is used to propel the machinery, and 450 hands are employed. The capital stock is $400,000, and the present officers are: President, Horatio Hathaway; treasurer and clerk, Joseph F. Knowles; directors, Horatio Hathaway, Sidney W. Knowles, Francis

Hathaway, William W. Crapo, Thomas E. Brayton, Joseph F. Knowles, Edward D. Mandell.

The City Manufacturing Company.—This company's mill is located at the foot of Grinnell street, is built of brick, three stories high, 206 feet in length by 112 feet in width, and contains, together with No. 2 Mill just completed, 64,000 spindles, and manufactures 3,000,000 pounds of yarn annually. The average consumption of cotton is 6,000 bales per annum, and the company manufactures fine and medium count cotton yarns in chains, skeins, and warps, and on spools and beams. Two engines with a combined capacity of 1,500 horse power are employed, and 540 operatives. George A. Ayer is the superintendent. The company was organized in April, 1888, with a capital of $250,000, and work was begun in No. 1 Mill in December of that year. The capital stock has been increased to $600,000. The present officers are: President, Thomas H. Knowles; treasurer and clerk, Benjamin Wilcox; directors, Cyrenius W. Haskins, Thomas H. Knowles, Edward Kilburn, John P. Knowles, jr., Otis N. Pierce, Rufus A. Soule, Thomas B. Wilcox, Benjamin Wilcox, of New Bedford; William H. Parker, of Lowell.

The New Bedford Manufacturing Company was organized in March, 1883, principally through the efforts of William D. Howland, who had been employed prior to that time in the office of the Wamsutta Mills, Mr. Howland devoted several months to travel and the careful study of cotton yarns, and the new company was the outcome of his researches and endeavors. The company purchased a piece of land on the south side of Hillman street, between North Second and Water streets, and the foundation of a mill was begun in the following May. This mill is 226 by 52 feet in area and four stories high. The mill started with 11,000 spindles, and the first yarn was shipped in January, 1884. Byron F. Card, who had acquired a large knowledge of yarns, was engaged as superintendent, and soon after the industry was fairly under way, John H. Hines, another experienced man, was employed to take charge of the spinning, spooling, reeling, twisting, and warping departments. The capital stock was originally $125,000, but at the end of two years was increased to $150,000, by issuing $25,000 in certificates, representing the earnings of the corporation during that period. In the spring of 1886 the building of a second mill was commenced, with a capacity

thirty per cent. larger than that of Mill No. 1. It is 218 by 100 feet in area, three stories high, and is situated just south of the first mill on the same square. It started in the autumn with 10,000 frame spindles and 5,000 twister spindles, and the capital was increased to $500,000, the present figure. The number of spindles has from time to time been increased until now the total is 37,000, and the annual consumption of cotton will average 3,000 bales. Two engines, with a combined horse-power of 900, are employed to move the machinery, and the mills furnish labor for 300 operatives. Charles W. Clifford, the first president, resigned shortly after the organization of the company, and Edmund Grinnell served in that capacity for about a year, when he also resigned and Morgan Rotch was elected and still holds the office. The present officers are: President, Morgan Rotch; treasurer and clerk, William D. Howland; directors, Morgan Rotch, William D. Howland, Oliver P. Brightman, Edward T. Pierce, Charles W. Clifford, Charles W. Plummer, George F. Kingman.

The Howland Mill Corporation—This mill was established in 1888. The project of additional mills had been discussed and finally overtures were made by Messrs. Howland, Rotch, Plummer, and Clifford, with some others, for the purchase of a tract of land as the first step toward the establishment of an extensive cotton manufacturing enterprise. At length the title to about 150 acres of land, including the old Crapo and Ashley farms and a part of the real estate of the Cornelius Howland estate, was secured. This land is favorably situated for manufacturing and for the houses of help. A part of the property is covered with timber, extending from the northwest corner of Clark's Cove and skirting the salt marsh to County street. When the land had been finally secured the company was organized with a capital of $350,000 and the following officers: President, William J. Rotch; treasurer, William D. Howland; clerk, Charles W. Plummer; directors, William J. Rotch, Horatio Hathaway, Thomas B. Tripp, Charles W. Clifford, Morgan Rotch, and Charles W. Plummer.

The corporation was named for William D. Howland, who had successfully managed the New Bedford Manufacturing Company. Mill No. 1 is 217 by 100 feet in area and four stories in height, with a two-story picker-house, 62 by 100 feet, and an engine and boiler-house 99

Engd by F. G. Kernan, N.Y.

Frank R. Hadley

by 40 feet. The main building was completed August 1, 1888, seven weeks only having been required for the brick work. The mill started with 12,952 mule spindles, 12,288 frame spindles, and 6,144 twister spindles. A second mill was built, thirty feet longer than No. 1, but otherwise of the same dimensions. An addition was built to this in 1891, which is 90 by 100 feet in area and two stories high. There are at present in both mills 78,000 spindles, which are driven by two engines of 1,600 combined horse power. The amount of cotton used averages 12,000 bales annually. Byron F. Card is superintendent of the mills. The capital stock has been increased to $1,000,000, and the present officers are: President, William J. Rotch; treasurer, William D. Howland; clerk, Charles W. Plummer; directors, William J. Rotch, Charles W. Clifford, Horatio Hathaway, Morgan Rotch, Thomas B. Tripp, William D. Howland, Charles W. Plummer.

The Bennett Manufacturing Corporation.—This company confines itself to the exclusive manufacture of cotton yarn, and its mill is situated at the North End, on Sawyer street. The organization was effected in 1889 and work on the first mill immediately begun. A second mill was soon afterward added. The company employs 650 hands, and there are 100,000 spindles in both mills. The capital stock is $700,000. Samuel C. Hart was the first president, but sold his interest and resigned shortly after the organization of the company, and was succeeded by Frank R. Hadley. The present officers are: President, Frank R. Hadley; treasurer and clerk, Frank R. Hadley; directors, Frank R. Hadley, H. A. Holcomb, C. W. Brownell, J. A. Brownell, W. E. Brownell, J. A. Beauvais, A. R. Palmer, J. J. Hicks, S. W. Hayes, William Lewis, Antone L. Sylvia.

The Grinnell Manufacturing Corporation.—This company was organized in 1882, and work was commenced upon its mill without delay. The main building is 666 feet long by 98 feet wide, and runs from east to west on the south side of Kilburn street. The building is three stories high with a basement, two-thirds above ground. The picker-house is also constructed of brick, 117 feet by 98 feet in area, is situated west of the main building and connected therewith by a structure twenty-eight by thirty feet. An engine room, with an area of forty by fifty feet, and a boiler-house, fifty-two by sixty-eight, one

story high, also adjoin the main building, making the total length of all the structures, in a straight range, 859 feet. The company manufactures a large variety of fine goods. There are 70,000 spindles and 1,837 looms in their mill, which are driven by three engines, with an aggregate capacity of 1,600 horse-power. They employ 800 hands, and the average consumption of cotton is 6,100 bales annually, producing about 10,000,000 yards of cloth. The capital stock is $800,000, and the present officers are: President, Edward Kilburn; clerk and treasurer, Otis N. Pierce; directors, Stephen A. Jenks, Pawtucket; William F. Draper, Hopedale; Thomas M. Stetson, Joseph A. Beauvais, Andrew G. Pierce, Thomas B. Wilcox, John W. Macomber, Charles W. Plummer, Otis N. Pierce, Edward Kilburn, New Bedford.

The Oneko Woolen Mills.—These mills are situated at the head of Purchase street and comprise a main building one story high, with a monitor roof, 400 feet long by 100 feet in width, and a picker-house and dye-house 230 by 52 feet in area. The company was incorporated in 1882 with a capital of $210,000, and the mill was completed and in operation in the following year. The mill contains 4,500 spindles and sixty-three looms, employing on an average 150 hands. The machinery is driven by a 225 horse-power Corliss engine. The goods manufactured are ladies' dress goods and cloaking. The present officers are: President, Loum Snow; clerk and treasurer, Fred S. Fuller; directors, Loum Snow, Edward D. Mandell, George S. Homer, Frederick S. Allen, Charles W. Clifford, Thomas H. Knowles, and Charles W. Plummer.

Cordage.—A cordage factory was built in New Bedford at a very early date, and was burned by the British in 1778; but another must have taken its place shortly after the Revolution, as two extensive rope-walks were in active operation in the neighborhood of the Second Street Cemetery in the year 1815. The New Bedford Cordage Company was established by Joseph Ricketson, William J. Rotch and Benjamin S. Rotch in 1842. In January, 1846, the company was incorporated by a special charter from the Commonwealth, with a capital of $60,000. In 1849 this amount was increased to $75,000. The officers at the time were Joseph Ricketson, president; William J. Rotch, clerk and treasurer, and Joseph Ricketson, William J. Rotch, Benjamin S. Rotch and Leander A. Plummer, directors. William J. Rotch succeeded

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Otis N. Pierce

Mr. Ricketson as president in March, 1857, and Leander A. Plummer became clerk and treasurer. Upon the death of Mr. Plummer in September, 1884, Isaac W. Benjamin became treasurer, but was later succeeded by Frank T. Wall, and John W. Macomber was elected to the presidency. The company makes a specialty of the manufacture of patent cordage employed in boring artesian wells. The celebrated cordage rigging used on the *Puritan* and other fast sailing yachts was also made at this factory. The buildings, covering an area of four acres, are located in the square bounded by Court, Park, Ash and Kempton streets, and employment is furnished for about 250 hands. The machinery is propelled by a steam-engine of 500 horse power, and the several mills are fitted with the most improved machinery. The present officers are: President and general manager, John W. Macomber; treasurer, Frank T. Wall; directors, James M. Waterbury, John W. Macomber, Frank T. Wall, John A. Tucker and Chauncey Marshall.

Oil.—The manufacture of oil is the one industry that began when New Bedford began, and has continued with more or less activity down to the present day. As in all other arts and sciences, the refining of oil has reached a standard of excellency not thought of in the early days when Joseph Russell, the originator of the whale fishery of New Bedford, brought in his blubber and tried it out on the shore. Between 1825 and 1830 a number of factories were in operation, among the first of which was that of Samuel Rodman. The building he occupied is still standing on the corner of North Water and Rodman streets. It is directly north of the Mechanics' Bank. There was also the factory of Humphrey Hathaway, on the north side of School street, west of Fourth, and west of this stood the factory of Isaac Howland, jr. On the site now occupied by the gas works there stood the old "Marsh Candle-Works," which are supposed to have been built by William Rotch & Sons. The business of these works was subsequently carried on by Francis Rotch and Charles W. Morgan. The processes of any of these factories were common to all and they were engaged in making sperm candles and oil, and the refining of whale oil. Later on John James Howland built candle-works at the corner of Water and Middle streets. This building is occupied at present by the soap factory of

Bryant & Brett. Soon afterward James Henry Howland, a son of John James, together with George Hussey, established a candle-factory at the Smoking Rocks. A factory was built on the north side of Middle street by William W. Swain, and the building at present occupied by Charles S. Paisler & Co. as a storehouse. Andrew Robeson built a factory on Ray street which was afterward conducted by Edward Mott Robinson. George Howland had a factory on Howland's wharf and William T. Russell engaged in the business at 86 First street. Two of the older factories were those of Davis Coffin at 96 First street, and of Charles W. Morgan at 82 South Water street. Fish Island was also the scene of early oil and candle-works.

Samuel Leonard established a factory on the north side of Leonard street, east of Water, and was at one time the most extensively engaged in this industry of any one in the country. Subsequent to 1850 Samuel Leonard & Son erected the stone building on Acushnet avenue, now occupied as a carriage factory by George Brownell. Nehemiah Leonard also successfully operated a factory near that of Samuel. Somewhat later the oil refinery of William W. Swain came into the possession of Sandford & Howland. While in Mr. Swain's hands the factory was burned. Some time afterward, being rebuilt, it came into the hands of Milliken Brothers, of Boston, and then passed into the hands of Eben Milliken, of this city. George T. Baker established a factory on South street, which was subsequently conducted by Oliver and George O. Crocker, and later by Charles H. Leonard. The business at this factory is now conducted by George Delano's Sons, who succeeded their father. It was at a later date that Mr. Baker built the stone factory on Water street now occupied by W. A. Robinson & Co. A factory was built at the northwest corner of First and South streets by Cornelius Grinnell, and one at the northwest corner of First and Grinnell streets by Joseph Ricketson, both of which were subsequently burned. The factory at the foot of Grinnell street, now operated by Swan & Finch, of New York, was built by the Hastings brothers and conducted by them for many years. About 1855 Sylvanus Thomas & Co. established the factory on Prospect street now operated by Homer Brothers. Many large fortunes have been amassed in the oil business, and though a decline set in upon the advent of petroleum, yet the man-

ufacture of sperm candles and the refining of oil for lubricating and manufacturing purposes is still extensively carried on.

Abraham H. Howland purchased the Joseph Ricketson works in 1857, and began experimenting in the distillation of oil from coal. A company was formed, consisting of Abraham H. Howland, William C. Taber, Joseph C. Delano, William P. Howland, John Hicks, Weston Howland, Henry T. Wood, and B. Franklin Howland, which established and successfully operated a coal oil factory. It is claimed that Weston Howland was the first person to successfully refine petroleum oil. The discovery of a process by which to do this was only achieved by him after many attempts and as many failures. He was much impressed with the belief that successfully refined petroleum would supersede coal oil, and he finally demonstrated that he was right. Following this, his first negotiation was to purchase fifteen hundred barrels of the crude oil of Schieffelin Brothers at twenty-five cents per gallon, and when refined he readily sold it for seventy-five cents. In a short time the Downers commenced the manufacture of the oil, and it came to Mr. Howland's ears that they had purchased all the oil on the market. He sent an agent to the oil wells in November, 1860, and contracted for the entire product. To protect the machinery from being exposed and copied, it was covered with ship's sails, and work was immediately begun upon the erection of a new factory. At this time a great quantity of oil was shipped to California, being purchased at the refinery by William P. Howland, shipped across the isthmus and over the mountains on mules and sold readily at $2 a gallon. The manufacture of tin cans, in which the greater part of this oil was shipped, became an extensive industry in New Bedford, the firms of Stephen A. Tripp and Wood & Brightman being largely engaged in the manufacture. Oil works were subsequently built at Willis Point, known as the Seneca Oil Works, and small refineries were built at Fairhaven. Mr. Howland was the last to abandon the industry in this vicinity.

The oil works of George Delano's Sons occupy nearly two acres of land at the corner of South Second and South streets and the firm is probably more extensively engaged in the refining of grease oil than any other establishment in the world. George Delano, the father of the present members of the firm, succeeded to the business of Charles

H. Leonard on January 1, 1869, having been in his employ since 1855. The sons, Stephen C. L. and James, entered the firm in 1884. Since their father's death they have been sole proprietors. During the busy season forty-five men are employed. The firm has an office in New York city. They are principally engaged in the manufacture of sperm, whale, sea elephant, fish, and cotton-seed oils, patent and paraffine wax candles, spermaceti, whale and fish oil pressings, and sperm and whale oil soap. At this factory between 500,000 and 600,000 pounds of spermaceti and paraffine are made into candles every year. The fish oil is refined by a patent process, and is rendered very white, although of course it is more gummy than the sperm. All modern improvements in the way of machinery and processes are used, and the product has an enviable reputation.

The oil factories of William F. Nye are located on Fish Island, where commodious wharfage facilities are available, his buildings being surrounded on three sides by wharves. Mr. Nye returned from California in 1855 and began a small trade in kerosene oil on Second street in this city. He was not known as a manufacturer until 1866, when he commenced the manufacture of lubricating oils on a small scale in Fairhaven. He remained there but a short time, coming over to New Bedford in the same year and opening a factory in the refinery of Hathaway & Luce at the foot of Walnut street. Here he continued until 1877, when he moved to the present location on Fish Island, where he has from time to time added to the original buildings and about doubled their capacity. Mr. Nye has, by maintaining a standard of excellence for his goods, gained a world wide reputation and secured the distinction of being the largest manufacturer of sewing machine, watch and clock oils in the world. The oils for use on such delicate machinery are made of porpoise-jaw and blackfish-head oil. The process of refining these oils for watches and clocks requires about two years. A few years ago Mr. Nye established a factory at St. Albans, Vermont, which is kept in operation during the winter months. At this factory the oil passes through the several processes with the thermometer thirty-five degrees below zero. In this way the oil is made much whiter than can be done in this latitude and is at the same time freed from impurities that corrode and blacken the pivots of a watch; and it is also unaffected by heat or

Eng.d by A.H. Ritchie

cold. The product of Mr. Nye's factory will amount to twelve thousand gross bottles of various sizes of sewing-machine, watch, clock and typewriter oil this year. Mr. Nye also makes a compound called oleotannatine, for the preservation and softening of leather harnesses. There are employed in the establishment from twenty-six to thirty hands and the power is furnished by a fifteen horse power boiler and an engine of smaller capacity.

The large factory of W. A. Robinson & Company, refiners of oil, is located at 144 South Water street. The firm was originally established in Rhode Island in 1829, removing its business to this city in 1853, when a factory was occupied on the site of the present passenger station of the Old Colony Railroad. The establishment has occupied its present quarters since 1863. The manufacture and sale of whale and sperm oils and their products is the principal business of the firm in this city. Employment is furnished to from twelve to fifteen hands.

The office of George S. Homer, manufacturer of oil and candles is located at 23 Centre street, and the factory occupies one and one-half acres of ground facing Front, South and Prospect streets. The business was established about the year 1850, and in 1857 the firm of S. Thomas & Co. was formed. Ten years later Mr. Homer succeeded to the business, as surviving partner. The factory comprises two main buildings, containing pits, vats, cisterns, kettles, strainers, and hydraulic presses. Seventeen hands are employed and the products of the works rank high in the trade.

Ezra Kelley manufactures chronometer, clock and watch oils at Mount Pleasant. Mr. Kelley was born in Dennis, Mass., in 1798, and came to New Bedford in 1818 and engaged in the manufacture of clocks. He was the first to apply fish oil for the lubrication of clock machinery, and the celebrated oils now produced by him are the result of a series of experiments carried on by him while yet a young man. Mr. Kelley has crossed the ocean ten times, securing orders from the principal watch manufacturers of England, France, Germany and Switzerland. His oils received a diploma at the Geneva exhibition in 1880, and a diploma and medal at the Centennial Exhibition at Philadelphia in 1876. The business is now conducted for Mr. Kelley by John Wing, a son-in-law.

Glass.—The works of the Mount Washington Glass Company are located on Prospect street, just south of the Pairpoint Manufacturing Company's buildings. The product of the company is of the highest standard and its ware ranks with that of the finest glass manufactories in the world. The business was brought to New Bedford in 1869 from South Boston by W. L. Libbey, who purchased the present site and works on Prospect street. These works had been built and occupied by the New Bedford Glass Company, which unfortunately had a short life, owing to financial difficulties. The factory was erected in 1861, under the designs of a practical glass maker, and was well adapted for its new occupants. Besides a commodious glass-house, with a ten-pot furnace, there is immediately joining the works an extensive water frontage with facilities for landing supplies and the shipment of goods. On the first floor are well arranged annealing kilns, selecting rooms, mould room and office. On the second floor is a large machine shop and cutting shop, and on the third floor are the stock and chandelier rooms. On the basement floor are the mixing, packing and engine rooms, and carpenter shop. After being transferred to this city the business was conducted under its original name of the Mount Washington Glass Works. The increase of the business, however, soon called for more capital, and Capt. Henry Libbey became associated with the business, the firm name being W. L. Libbey & Company. In 1871 a stock company was formed, named the Mount Washington Glass Company, with a capital of $100,000, which was afterwards increased to $150,000. W. L. Libbey was appointed agent and Capt. Henry Libbey, superintendent. In 1872 the management devolved upon Capt. Libbey, W. L. Libbey having resigned. Although the business rapidly spread, the general depression felt throughout the land in 1873 impaired the company's capital, and Captain Libbey resigned in 1874. The factory was then closed until the fall of the same year when business was resumed, and placed in the hands of Frederick S. Shirley, with Robert G. Tobey as treasurer, and Robert King, glass-house manager, A. H. Seabury acting as president. The company was reorganized in 1876, since which time it has worked continuously. The facilities of the factory were increased in 1881 by the erection of an additional glass-house on the south, provided with an eight pot furnace.

The late A. H. Seabury was president of the company until his death, July 17, 1887, when he was succeeded by Hon. William J. Rotch. Andrew Snow, jr., who has grown up in the business, was elected treasurer, and has taken an active part in the management of the company's affairs. In 1890 Thomas A. Tripp, manager of the adjacent works (The Pairpoint Manufacturing Company), was elected president and the business has taken new impetus. The specialties manufactured include opal globes, shades for electric and gas lights and lamps, also fine blown goods. A line of decorated lamps and vases is also produced and the beautiful Burmese ware which recently attracted the attention and patronage of the royal family of Great Britain.

The main stack contains ten pots, and the furnace in which they rest is twenty-two feet in diameter. The fuel now used is oil gas. The fires are seldom allowed to go out, as the pots, which are made of clay, would crack, rendering the operation expensive. One blast burned continuously for four years. Previous to this time it had not been out during eight years. Work commences in the glass-making department at one o'clock on Monday morning and the men are divided into two gangs. The gang which commences at this hour works until six o'clock in the morning, then recommences work at one P. M. and continues work untill six o'clock in the evening. The second gang works between the hours of seven and twelve o'clock A. M. and P. M.

The introduction of electric lighting has created a demand for a new line of goods. This company supplies shades and globes for incandescent and arc lighting systems, and about ten thousand of these are kept continually in stock. The bulbs for Edison lamps are also blown here and the company makes 150 varieties of incandescent lighting shades. Amberina, or rose amber ware, is another popular novelty made by the company. The pearl satin ware is also made at the works and a patent has been granted to the company for the same. Albert Steffin is the superintendent in the decorating department. The company employs over 300 men and the annual pay roll aggregates over $150,000. They also employ four traveling salesmen and maintain a store in New York city.

The present officers of the company are: President, Thomas A. Tripp; treasurer, Andrew Snow, jr.; directors: William J. Rotch, Edward D.

Mandell, William W. Crapo, Thomas A. Tripp, William Baylies, F. S. Shirley.

The Pairpoint Manufacturing Company is located on the east side of Prospect, south of Howland street, and manufactures all varieties of useful and ornamental household goods, and recently has entered quite extensively into the manufacture of casket hardware. The first building was erected in 1880, was of brick, 120 by 40 feet in area and three stories high. A second building was added in 1881, which was built of wood, three stories high, and 120 by 30 feet in area, and the following year a four story brick building was erected, 150 by 40 feet in area. The company's increasing business demanding still more room, another building was erected in 1890, with an area of 40 by 80 feet, four stories high, and in 1891, still another, measuring 260 by 40 feet in area, four stories high, both of brick. The company employs 500 hands in the factory and fifteen traveling salesmen. It is estimated that 200 young men from the schools of New Bedford have learned trades in this factory and become proficient workmen, many of them now having charge of departments. The base of most of the ware is britannia. The britannia metal is poured into brass moulds and is quickly turned out again, leaving the inside of the mould coated with the metal. After being cleaned and soldered the articles go into the plating vats, where a deposit of silver is placed upon them from a solution of the cyanide of the metal, through which a current of electricity passes. There are many other processes which the article must undergo before completion, and many of the designs are engraved by hand instead of being stamped. The firm also manufactures ware from german silver. A new engine with a capacity of 275 horse power has recently been placed in the company's engine room, and an independent electric light plant of 1,000 lights is operated. The company also owns an extensive wharf property. The organization of the company was perfected in 1880 with Edward D. Mandell as president, Alexander H. Seabury as treasurer, and T. J. Pairpoint, superintendent. The capital stock was originally $100,000, but is now $400,000, to which amount it was increased in July, 1887. T. J. Pairpoint resigned as superintendent April 1, 1885, and was succeeded by Thomas A. Tripp. Mr. Seabury resigned as treasurer in the following May, and Mr. Tripp succeeded him also. The present officers of the corporation

are: President, Edward D. Mandell; treasurer and general manager, Thomas A. Tripp; clerk, F. S. Shirley; directors, Edward D. Mandell, William J. Rotch, William Baylies.

The Weeden Manufacturing Company.—This company occupies the two story brick building Nos. 112 and 114 North Water street. The business was founded in 1883 by the late William N. Weeden, of New Bedford. In 1884 Mr. Weeden invented a toy engine under an arrangement with Perry Mason & Co., publishers of the *Youth's Companion*, and later this scientific toy was patented, and has been largely manufactured since. Movable toys are also manufactured, as well as other novelties in metal. A stock company was formed in July, 1887, with a capital stock of $50,000, and the business has steadily increased. The company employs seventy-five workmen with a weekly pay roll of $500. The present officers are as follows: President, J. Arthur Beauvais; treasurer, Charles E. Barney; directors, J. Arthur Beauvais, Charles E. Barney, George S. Homer, and Edward S. Brown.

Art Industries.—New Bedford has the honor of being the home of extensive art manufactories, and to the firm of Charles Taber & Co. belongs the credit of being the first to engage in this line of manufacture in this country. The business has a history commencing with the early part of the present century, when William C. Taber, father of the present senior member of the firm, became a partner with Abraham Shearman, jr., in the book business at the northeast corner of Union and Water streets. From 1835 Mr. Taber conducted the business alone, receiving his son, Charles Taber, as a partner in 1845. A store was soon opened at No. 6 Purchase street, and in 1849, the father having retired, Charles and another brother, Augustus, carried on the business at the corner of Union and Purchase streets. It was at that time the firm of Charles Taber & Co. was established, which has continued to the present day, although constituted of different members. The business then included the sale of books, engravings and charts, many of which were imported. Later on, upon the withdrawal of Augustus, Abraham Taber and Asa C. Pierce were received as partners by Charles Taber, and still later William C. Taber, jr., became a member of the firm. In 1861 the business was moved to 47 Purchase street, and the following year the brothers, Abraham and William C. Taber, jr., took

the two book and stationery stores, and Charles, with Asa C. Pierce, started as manufacturing photographers at No. 6 North Water street. This firm continued until 1871, when Charles Taber assumed entire control of the business. In 1881 he took as partners William C. Taber, jr., and his sons, Charles M. and Frederick. Charles Taber died in 1887, and the firm is now composed of the three latter. The business has grown in magnitude and importance with wonderful rapidity. Aside from the manufacture of photographs, various other branches of the decorative art have been from time to time added to the industry, as well as the important and wonderful manufacture of ambrotypes, the invention of which was the result of an incident which happened in 1860, which developed into the reproduction of engravings by Mr. Taber, which subsequently became a permanent feature of the business. The firm began the manufacture of artotypes about nine years ago, and their productions are to-day recognized as superior in style and finish to any work of like character. The firm now occupies five buildings: The three-story brick and stone structure at the corner of Union and Water streets; most of the two-story wooden building on Water street next north; the three-story wooden building on the northeast corner of Union and Water streets; the wooden building next east, and the three-story wooden building on the south side of Spring street, extending from Water to First street. This latter building is used as a frame factory, where numerous styles of frames, and wooden and composition mouldings are made.

The King Manufacturing Company was incorporated in 1883, with a capital of $20,000. The company manufactures frames and artistic novelties in the three-story brick building at 147 North Water street. It makes a specialty of pastel or crayon drawings, and of fancy frames for original pictures. The firm manufactures a novelty in the shape of a permanent pastel on porcelain panels. The process of fixing the colors so that they will not rub off is a secret which the company guards carefully, and its goods are in generous demand. It also manufactures many artistic novelties. The enterprise furnishes employment for about 100 workmen, and has several salesmen on the road. The present officers (1891) of the corporation are as follows: President, George S. Homer; treasurer and clerk, Charles E. Barney; directors, George S. Homer,

Charles E. Barney, William H. Washburn, Frank C. Smith, Henry P. Jenney. January 1, 1892, the plant was sold to the Ulman Manufacturing Co.

The Pierce & Bushnell Manufacturing Company occupies the three-story building at Nos. 72 and 76 North Water street. It manufactures photographs, pastels, etchings, mouldings, etc. Its frame mouldings are ornamented and carved on the premises from original designs, and have an enviable standard for beauty and excellence. The enterprise was founded in 1870, Mr. Pierce at that time severing his connection with the firm of Charles Taber & Co. Mr. Bushnell died in 1882, and in the spring of 1887 a corporation was formed and known as the Pierce & Bushnell Manufacturing Company, with a capital stock of $30,000. The company employs seventy-five hands at present, and the value of the product for 1891 will aggregate $75,000. The present officers are: President, William D. Howland; treasurer, Arthur G. Grinnell; directors, William D. Howland, Arthur G. Grinnell, Walter Clifford, Charles W. Plummer, George H. H. Allen.

Boots and Shoes.—The first shoe manufactory in New Bedford of importance was that of the New Bedford Boot and Shoe Manufacturing Company, located on the corner of Ashland and Durfee streets, and commonly known as the North Shoe Factory. Joseph Cornell was the president, Edwin P. Taylor treasurer, and William H. Hopkins, the agent. The factory was built in 1860 and employed between fifty and sixty hands. It was in active operation about fifteen years. The building is now used as a tenement.

The next establishment was that of the South Shore Boot and Shoe Factory, organized and built about 1863. The factory was located on Washington street at the junction of Fair street. Prominently connected with this factory at different times were George F. Kingman, Henry J. Taylor, Edwin P. Taylor, Josiah Bonney and others. It was burned in 1873. Quite a number of the workmen employed in these factories are to-day working in, or connected financially with, large boot and shoe factories in New Bedford and other cities throughout the State.

The shoe manufactory of Hathaway, Soule & Harrington, is located at the corner of Acushnet avenue and North street. The company manfactures hand sewed and machine sewed goods, making a specialty of

Goodyear welt. They have branch factories at Middleboro and Campello, where they manufacture medium grades of shoes. The business was started in a very small way by Savory C. Hathaway, who began manufacturing shoes in July, 1865, on Hillman street, with two employees. Three months later Rufus A. Soule became a partner and the firm was known as Hathaway & Soule. In December, 1865, they moved to the brick building on Pleasant street, corner of Mechanics' lane. One floor only was occupied at first, but soon afterward the entire building was leased and finally a wooden addition at the north was built and occupied. In 1874 a four-story brick building, 32 by 100 feet in area, was erected by the firm at the corner of North Second and North streets, and another building of wood recently completed has an area of 45 by 158 feet and is also four stories high. The present floor surface exceeds forty-two thousand square feet, and the business has gradually increased; the sales for the year 1890 were $1,200,000. The firm now employs in all its factories 650 hands and its total product is 500,000 pairs annually. Herbert A. Harrington was admitted into partnership in 1876 and the firm became Hathaway, Soule & Harrington. Under this name the firm was incorporated in 1890 with a capital stock of $250,000. They have at present fifteen traveling salesmen, with salesrooms and offices at Boston and New York. The firm is very proud of the class of workmen it employs and many men have gone out from this factory to accept responsible positions in shoe factories elsewhere.

Tinkham & Gifford.—This firm is composed of Elisha B. Tinkham and Jesse Gifford, and manufactures ladies', misses' and children's shoes, hand sewed, hand turned, Goodyear welts and McKay sewed. They occupy the three-story brick building at Nos. 19 and 21 North Second street. The business of which the present firm is an outgrowth was established by Paulding, Reed & Gifford in 1873, who were succeeded by Reed & Gifford in 1880, and they in turn by Tinkham, Reed & Gifford in 1881. The present firm of Tinkham & Gifford was made by the withdrawal of Mr. Reed in 1890. Mr. Tinkham was one of the first to manufacture ladies' fine shoes in New Bedford. Paulding, Reed & Gifford first began business on William street in the building now occupied by Smith Brothers. When Hathaway & Soule moved from

their factory on Pleasant street to their new quarters on North Second and North streets, Mr. Tinkham occupied a part of their new building. He afterwards took the wooden building just south of the Hathaway, Soule & Harrington factory, and carried on his business there. Tinkham & Gifford have occupied their present location since 1881. They employ forty-five hands and have a capacity of nine hundred pairs per week.

C. F. Watkins, manufacturer of men's foot wear, is located at 92 Pleasant street. He began business in 1877 in the same location, and at present employs about twelve hands. His factory has a capacity of from fifty to sixty pairs per week.

Schuyler Brothers, manufacturers of ladies' and gentlemen's foot wear of all kinds, established their business in 1882. They are located at 76 Purchase street and employ eighteen hands, with an average capacity of 200 pairs per week.

Carriages.—Brownell, Ashley & Co., manufacturers of fine grades of carriages, in all varieties excepting coaches, are located at the corner of Fourth and Spring streets. Seventy years ago, when the manufacturing interests of New Bedford, outside of those industries directly or indirectly connected with the whale fishery, were extremely limited, Joseph Brownell, the father of J. Augustus Brownell, started a modest business on the corner of Fourth and Spring streets, of which the present manufactory is a legitimate outcome. About ten years later he removed his business to the two-story stone structure on the southeast corner of the same streets. A little over forty years ago the present proprietors, J. Augustus Brownell and Joshua B. Ashley, were admitted to the firm. A repository was built in 1854, with dimensions of 100 by 50 feet, and four stories high. H. G. O. Cole occupied this building for a few years, but later on he removed to a location on Acushnet avenue, and Brownell, Ashley & Co. took possession of the building. The company employs thirty men, and in connection with its regular carriage work does all kinds of repairing.

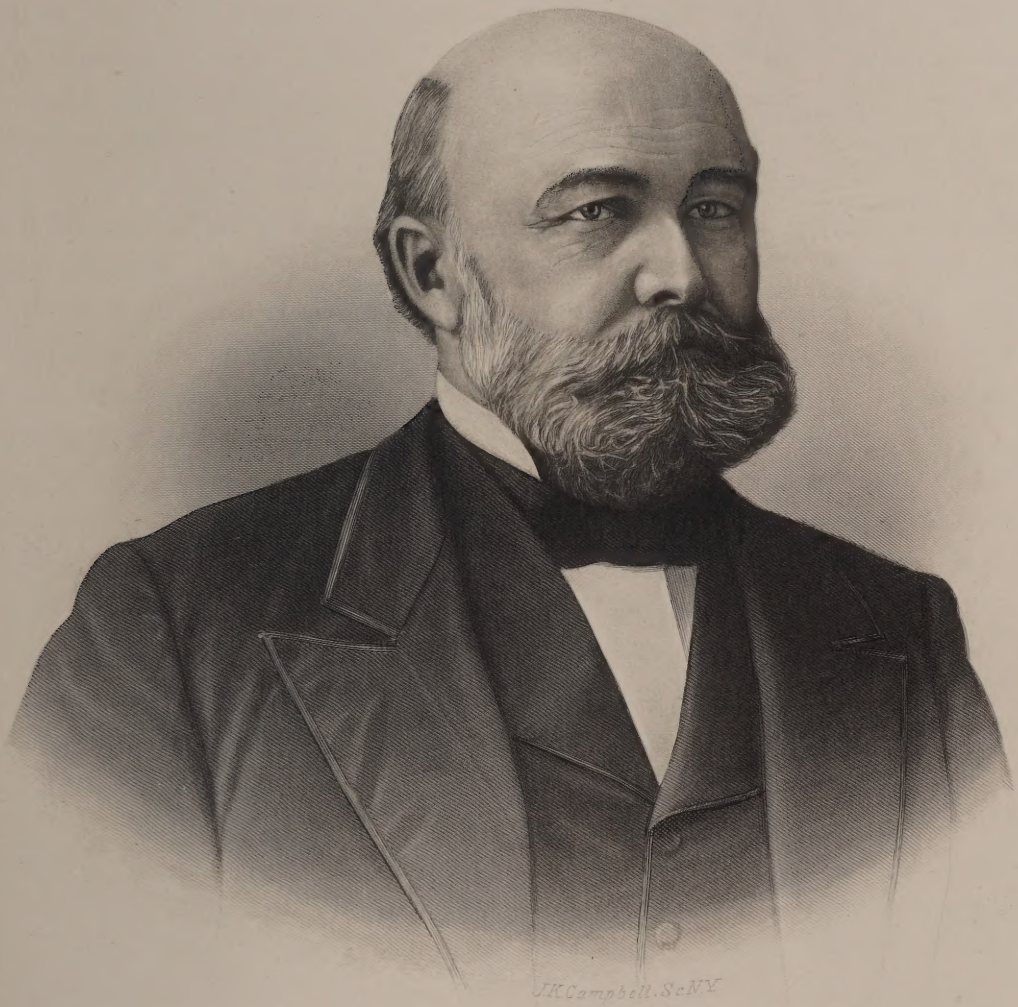
George L. Brownell, manufacturer of hearses, carriages and undertaker's wagons, came to New Bedford from Westport in the year 1830. Four years later he began business for himself in a small way. His business rapidly increased and in 1846 he was forced to make extensive

additions to his premises. In 1853 he built a new shop on Third street, where he located for the next ten years. Here, however, his business outgrew his premises, and in 1863 he purchased the large stone building at the corner of Aucshnet avenue and Cannon street, formerly occupied as an oil manufactory by S. Leonard & Sons. This building was occupied by Mr. Brownell on November 12, 1863. His factory now gives employment to 100 skilled workmen, and is superintended by Giles G. Barker. Mr. Brownell is engaged in building hearses, coaches, and undertaker's wagons for the New England, Southern, and Western trade, and also ships his products abroad.

Clarence Lowell, carriage manufacturer, 274–278 Acushnet avenue. Mr. Lowell came to New Bedford and began his business in 1875, locating himself on Middle street and employing four hands. His business rapidly increased, and in 1879, in order to accommodate his establishment he removed to his present location, employing at that time ten hands. In 1889 he built his present factory, a large three-story brick building, at a cost of $25,000. He now employs twenty-eight hands, and his manufactory is the second in point of size in the city. His annual sales amount to between $50,000 and $60,000, his trade being largely southward from Boston and in this vicinity. His product is a general line of light work and bears an excellent reputation.

The carriage manufactory of H. C. Hathaway occupies the building at the corner of Acushnet avenue and Elm street. The business was established by Forbes & Sears in 1862 at 33 Elm street. In 1872 Mr. Sears withdrew and Henry H. Forbes continued the business. About 1877 Charles H. Forbes purchased the establishment and conducted it for a short time, when J. R. Forbes succeeded to the business and operated the factory for twelve years. He sold out to H. C. Hathaway in February, 1891. Mr. Hathaway is at present engaged in the manufacture of carriages and deals in harnesses. He also has weekly auctions of horses and carriages. Fifteen men are employed.

Caskets.—The New Bedford Casket Company was incorporated in 1889 with a capital of $50,000, which has since been increased to $75,000. The company's works are located upon the square bounded by Pope, Seneca, Acushnet avenue and the Old Colony tracks. The buildings comprise a three-story wooden structure on Seneca street, a two-



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D. A. Shell

story building on Pope street, and a two-story brick dry house adjoining both buildings. Its products consist of burial caskets and undertaker's supplies, and the goods are rapidly gaining favor throughout New England. The officers of the company are: President, William A. Kirby; treasurer, Alfred G. Studley; clerk, Geo. P. Brock; directors, William A. Kirby, Jacob B. Hadley, Charles H. Adams, Benjamin F. Brownell, James N. Parker, Weston C. Vaughn, jr., Robert F. Raymond.

Bakers.—David A. Snell conducts a large steam bakery at the northwest corner of William and North Water streets. The business was established here in the fall of 1857. In 1858 Charles D. Capen was taken in as a partner, and the business increased by the accession of the bakery of Jacob B. Hadley. In the fall of 1859 Mr. Snell sold his interest in the business to his partner, and established the first patent bakery in New England. The manufacture of ship-bread declined with the whaling interests, and in 1867 Mr. Snell moved into his present building and began the manufacture of fancy crackers and cake goods. At present forty hands are employed and the consumption of about 8,000 barrels of flour per year entailed.

John McCullough manufactured ship bread at No. 13 Centre street. He succeeded to the business of Jonathan Buttrick in 1889, who had carried it on since 1879. The bakery was originally established about 1822 by Enoch Horton, and subsequently passed into the hands of Watson & Manchester, and then Samuel Watson alone, who carried it on for more than forty years. At present four men are employed.

Paper Boxes.—Coffin Brothers are located at 38 Middle street, and manufacture all kinds of paper boxes. The business was established by Frederick Coffin in 1854 on Clark's Point. He moved to Tallman's block shortly after, and was alone in the enterprise until 1875, when the firm name was changed to Coffin Brothers, his brother Charles H. coming into the business. The present proprietors, Walter H. and Arthur S. Coffin, were received into the firm in 1883, upon the death of Charles H. Coffin. They became sole proprietors in 1890 upon the death of Frederick Coffin. About twenty-five hands are employed.

Miscellaneous.—George S. Bowen & Company manufacture all kinds of corn brooms and brushes at 54 South Water street. They have occupied the present location since June, 1886.

T. M. Denham & Brother occupy the building at 384 Acushnet avenue in the manufacture of shirts. The firm employs during the busy season nearly two hundred hands, and has a capacity of about one hundred dozen shirts per day.

The soap factory of Bryant & Brett is located at the corner of Water and Middle streets. The firm consists of Frank W. Bryant and H. M. Brett. The business came into their hands in 1888. Fifteen hands are employed.

The planing-mill of Frederick A. Sowle occupies the four-story brick building on the square bounded by Elm, Bethel and North Water streets. Mr. Sowle began the business in a small way in 1873. His buildings were burned in 1884, and the present brick structure immediately erected. About thirty men are employed.

Brightman & Washburn, stair builders and furnishers, are located in the brick building at the corner of North Water and North streets. The business was established in 1869 by Gardner & Brightman, Mr. Gardner withdrawing from the firm about 1871. Mr. Brightman conducted the establishment alone until 1878, since which time Mr. Washburn has been a member of the firm. The individual members are Jacob Brightman and L. R. Washburn They manufacture house and cottage trimmings, window and door frames, brackets, balusters, newels and inside shutters. Pattern making and scroll and circular sawing is also done. Sixteen hands are employed.

Fred E Delano, pattern and model maker, occupies the second floor of the stone building at the corner of South Water and Coffin streets. The business was established by Nathan S. Ellis and Matthias Hathaway in 1863, who were succeeded by Mr. Delano in 1891. He employs twenty-six hands.

The lumber yard and planing-mill of Greene & Wood is located on Leonard's wharf The history of this business dates back to the year 1835, when Samuel Leonard started in the lumber business at the bend of Clark's Cove, near the location of the present bath houses of the street railway company, and for a long time all the timber was brought up into the cove and rafted ashore. After a few years the present Leonard's wharf was built, and he removed his yards and business to the water front, where through successive ownerships the plant has

ever since remained. Shortly after the removal, Mr. Leonard's son, Henry T. Leonard, took the business, forming a partnership with Augustus A. Greene, a young carpenter who had come to New Bedford from Providence. The business was continued under the firm name of Leonard & Greene until 1848, when Henry T. Wood bought out Henry T. Leonard, and the style of the firm became Greene & Wood, and although Mr. Greene retired in 1872, and Henry T. Wood died in 1883, the firm name has remained the same for upwards of forty-five years. The present firm consists of William G. Wood, who entered it in 1861, and George R. Wood and Edmund Wood, who were admitted soon after the death of their father in 1883. The yard and buildings now occupy an area of eight acres of land, including the wharf, where every facility is afforded for the loading and unloading of cargoes. The old mill was burned in 1888, but a new and more commodious one was immediately erected and fitted with automatic fire sprinklers. In 1888 the firm decided to engage in an entirely new industry—the manufacture of spools and bobbins for cotton and woolen mills. This business so rapidly increased that a stock company was formed and incorporated with a capital of $100,000, under the name of the Greene & Wood Manufacturing Company. Other factories were either bought or leased in Fall River and Burlington, Vt., until this company became the largest producer of spools and bobbins in the United States. In February, 1891, this company sold all its property to the American Bobbin, Spool and Shuttle Company, of Boston, a corporation recently formed, and which now owns nearly all the bobbin interests of the country. This company continues to operate the factory in this city.

The planing-mill and lumber yard of William A. Tillinghast is located at 172 North Water street. The business was established by Tillinghast & Terry in 1878. Mr. Terry withdrew in 1887, since which time Mr. Tillinghast has conducted the enterprise alone. At present twenty-two hands are employed.

In all cities the lumber and wood-working interests are greatly diversified, embracing the manufacture of sash and doors, boxes, carpenters' finishing lumber, etc. The same is true of New Bedford, and the following comprise many of the more conspicuous of these manufacturers:

Mosher & Brownell, 162 North Water street; W. W. Allen, 193 North Water street; Sturtevant & Sherman, North Water street; Blossom Bros, 238–42 North Water street; William H. Washburn, 213–17 North Water street; all of these firms manufacture sash, doors, blinds, etc.

The office and factory of Job Wade is at the corner of Hamilton and North Front streets. He began the manufacture of shoe leather twenty-five years ago in the old paint mill on Wall street, which was burned. Mr. Wade moved to his present location in April, 1887. He employs from twenty to twenty five hands. Mr. Wade came to New Bedford in April, 1861, from Woburn, Mass., and worked in the First street tannery for six years before engaging in business for himself.

The Bay State Chair Company comprises as its members W. E. Sparrow, George Purrington, jr., I. P. Atsatt, and J. C. F. Atsatt. The business was begun in 1887 by the same parties in Mattapoisett and was removed from that place to their present location on Middle street in July, 1891. They are engaged in the manufacture of reed chairs, etc. Employment is given to thirty-five hands.

The White Oak River Company was incorporated in 1886 with a capital of $30,000. The company is engaged in shipping southern lumber from the White Oak River district of North Carolina. The office is at 29 North Front street and the present officers are: President, Loum Snow; clerk and treasurer, Fred. S Fuller; directors, Chas. W. Plummer, Loum Snow, Killey E. Terry.

The Triumph Heat and Light Company was organized in Portland, Me., April 11, 1888, for the manufacture of gas and vapor stoves. The business of the company is transacted in New Bedford, where the factory is located. The capital stock is $500,000 and the present officers are: President, Edmund Rodman; treasurer and clerk, S. T. Viall; directors, Edmund Rodman, Joshua B. Winslow, S. T. Viall, Francis C. Smith, Robert B. Carsley, Chas. F. Borden, Pardon Cornell.

The Nickerson Piano Company was organized in June, 1888, under the laws of the State of Maine, with a capital stock of $100,000. The manufacture was commenced in September. At present the cases and actions are bought at manufactories, and the Nickerson patent is put in here. The company has a factory on Middle street and a salesroom at

392 Acushnet avenue. The present officers of the company are: President, William Lewis; clerk and treasurer, Frank R. Hadley; directors, Wendell H. Cobb, James C. Stafford, H. B. Nickerson, J. Augustus Brownell, Pardon Cornell, John Wing, Warren E. Chase.

The Clark's Cove Guano Company was incorporated in 1881 with a capital stock of $100,000 and its product was first placed on the market in 1882. Extensive works were established on the west side of Clark's Cove. The present capital of the company is $800,000 and the officers are: President, Chas. W. Plummer; treasurer, Vinal F. Hatch; clerk Samuel H. Cook; directors, Chas W. Plummer, Edward D. Mandell, Wm. J. Rotch, Chas. W. Clifford, Wm. W. Crapo, Edmund Grinnell, Samuel Ivers.

The Electrical Manufacturing Company was incorporated in 1890 with a capital of $5,000 and began the manufacture of electrical goods at 31 North Front street. The officers of the company are: President, Walter Clifford; treasurer, Henry W. Parker; clerk, Wm. M. Butler; directors, Henry W. Parker, Walter Clifford, Wm. M. Butler, David L. Parker, Chas. F. Shaw.

The Strange Forced Twist Drill Company was incorporated in 1887 with a capital of $15,000 for the purpose of manufacturing twist drills under the patents of John F. Strange. The officers of the company are: President, Edwin Dews; clerk and treasurer, Henry M. Knowles; directors, Edwin Dews, Henry M. Knowles, John P. Knowles, jr., William M. Bates, Thos. M. Hart, Moses C. Swift, Joseph C. Knowles.

The plant of the Philadelphia and Reading Coal and Iron Company is one of the largest in the city, covering 5½ acres of land, betweeen Water street east to the water front.

H. C. Fowler manufactures power-loom harness for silk and cotton-mills at Parker's Wharf. He began business in 1886, and at present employs sixteen hands.

Hayes & Company are located at 193 North Water street. They manufacture whale boat timbers, knees, stems, lobster-pot frames and dress staves, employing four men. The business was established by Andrew G. Hayes in 1848, on Greene & Wood's wharf. He subsequently removed to the shop of Abner Allen, and was burned out in the big fire of 1859. He started the present mill in 1867, and his son,

L. W. Hayes, became associated with him. He died in 1890, since which time the business has been conducted by L. W. Hayes alone.

The H. V. Davis Chemical Works are located on Court street at the corner of Chancery. The industry commenced in the manufacture of Prussian blue in a little shanty at the corner of William and Sixth streets, and about the year 1840 the business was purchased by Henry V. Davis and Philip B. Lewis. Mr. Davis soon became sole proprietor, and since his death the heirs have continued the business. The products of the works are cyanide of potassium and prussiate of potash. Employment is furnished for eighteen hands.

The Standard Chemical Manufacturing Company has a salesroom at 211 Purchase street. It manufactures all kinds of vaseline and polishes, cologne, window polish, etc. The business was established about two years ago.

The bookbindery of Edwin Dews, at 125, 127 and 129 Union street, was established by George A. Bourne in 1837. The business came into the hands of several firms, first of which was Parsons & Robinson, who were followed by Parsons & Palmer, and later by Parsons & Company. Dews & Haswell became proprietors in 1867 or 1868. Mr. Haswell remained in the firm for about one year, since which time Mr. Dews has carried on the business alone. He employs five or six hands.

H. F. Damon began the manufacturing of Chinese sheet washing bluing in 1880. His factory is located at 34 North Second street, and twelve hands are employed.

Denison Brothers have two flouring and feed-mills, known respectively as the "North" and "South" Mill. The South Mill was started by Warner & Denison in 1858 and conducted by them until 1864, the firm consisting of Joseph B. Warner and John H. Denison. At that time Henry C. Denison and Burrage Y. Warner were admitted to the firm, and that partnership continued until 1868, when Mr. Warner sold his interest to S. M. Hall. Mr. Hall continued with the Denisons under the firm name of J H. Denison & Company until 1873, when he withdrew and Denison Brothers became sole proprietors. The North Mill was built in 1870 or 1871 on the site that was occupied prior to that time by the old saw-mill, at the corner of North Water and Hillman streets. The old building was afterward used as a cotton-mill, and

subsequently converted into a flour-mill and operated by Silas Bullard, incorporated, B. B. Howard being president, and Mr. Bullard, treasurer of the company. In 1869 John N. Bullard, a nephew of Silas, assumed the management of the mill, and it was thus continued until September 13, 1870, when it was destroyed by fire. A new mill was immediately built and started by a new corporation, consisting of George R. Phillips, president, John N. Bullard, treasurer, known as the New Bedford Flour Company. They operated the mill until 1877, when Denison Brothers purchased the property in connection with George Wilson. Mr. Wilson withdrew in the spring of 1881, since which time the business has been conducted entirely by the Denison Brothers. A corporation was formed March 1, 1891, known as Denison Brothers Company, with a capital of $100,000. The officers are: John H. Denison, president, and Henry C. Denison, treasurer, who, together with John P. Denison, form the board of directors. The present capacity of the two mills is about 1,500 bushels of meal per day. No wheat flour has been made for some time. Thirty-five hands are employed, and the mills have two engines with a capacity of 450 horse power.

The firm of Burt & Tobey, manufacturers of electrical specialties, consists of Henry P. Burt and Charles W. Tobey, and their factory and office are located in the brick building at 23 Middle street. The business was established in 1890, and at present the firm is making an ingenius light-controlling switch, a resistance box, wire couplings, wire tags, etc. They also have American, German, French and English patents on an improved stamp battery for affixing stamps to envelopes automatically. Their productions are all neat and useful, and their business is assuming gratifying proportions.

The firm of Baker & Gifford was established about three years ago, and is at present engaged in the manufacture of a variety of displaying receptacles for merchants and dealers, at 15 and 17 Centre street. Mr. Gifford is the inventor of several of the specialties manufactured by the firm, which have come into extensive use by grocers and fruit sellers.

John H. Lawrence came from Taunton to New Bedford in 1886, and together with two other gentlemen, also of Taunton, established the New Bedford Top Roll Company, on Acushnet avenue. In two years Mr. Lawrence bought out his partners' interests and has carried on the

business in his own name since that time. In 1889 he moved to his present quarters in the second story of the building at the corner of Pleasant and Kempton streets. He employs fifteen hands.

The electric plating establishment of L. A. Littlefield is located at 134 Union street. From a comparatively small start Mr. Littlefield has increased his business to one of considerable importance. He began the enterprise in 1884 with George Needham, and the firm was known as Needham & Littlefield until April, 1888, when Mr. Needham withdrew. Mr. Littlefield employs six men, and his power is supplied by an electric motor of five horse power.

Fred H. Sargent began business at 92 Pleasant street in 1880. He employs seven men.

P. P. Jenney & Son began the manufacture of lawn and park settees, water tanks and specialties, at 40 Kempton street (old number) in 1878. Since that time Pleasant street has been extended, and the entrance to their establishment is now on that thoroughfare. They employ nine men on an average.

Charles F. Folger, manufacturer of brackets, cabinets, mantels, etc., occupies the three-story building at 135 South Water street. He began business in 1884 and at present employs four workmen.

Bates & Kirby, manufacturers of all grades of candy, cake and ice cream, are located at 48 and 50 Pleasant street. The firm employs about fourteen men in the winter and eighteen in the summer season.

The Manufacture of Cigars.—Probably the first cigar manufactory in New Bedford was that of Niles Tilden. He came from Methuen, Mass., in 1834, at which place he had been engaged in making cigars for many years. He established himself here on Spring street, corner of Acushnet avenue, then Third street, and afterwards moved to a location on Union street near the corner of Front. He also carried on his trade for several years on the site of Caswell's paint shop and subsequently moved directly across the street. In the year 1848 he moved his business to a building on Second street, opposite the post-office and carried on the manufacture of cigars there until 1887, about one year prior to his death. He was for many years a familiar figure on our streets, had formerly been a member of the Methuen Guards and was very fond of anything that pertained to the military.

Another prominent cigar manufacturer of war times was Amos K. Haswell, who began making his goods in 1866 in the store now occupied by Edwin Dew's book and binding establishment. Prior to that time he had, with his father, been engaged in cigar making at Long Plain, and at one time peddled his wares through the country.

Charles W. Oesting was also a cigar manufacturer, and carried on his business, first at 59 Union street (old number), afterwards moving to the corner of Purchase and William streets, the present location of Haskell & Tripp's store. He was engaged in the business for about thirty years. Antone Thomas also made cigars for eight or nine years at 111 South Water street (old number).

John Francis began the manufacture of cigars about 1860, in a store on South Water street. In 1869 he removed to a location on Union street. He also carried on the business for upwards of thirty years, selling out to Francis & Swain in 1884.

Frank W. Francis, son of the above, is now located at 169 Union street. He first began business as a manufacturer of cigars in 1880, and at that time was located on Acushnet avenue corner of Grinnell street. He continued there about two years, when, finding the business unprofitable for the time being, he discontinued its prosecution and did not again resume it until 1884, at which time he, together with H. S. Swain, bought out his father's business, which had been carried on for many years. Mr. Swain withdrew from the firm in 1885, his interests coming into the hands of Allen Almy, and during the next year the firm was known as F. W. Francis & Company. In 1886 Mr. Almy also withdrew and Mr. Francis assumed entire control of the business. He conducted the establishment at 148 Union street until July, 1889, when he moved to his present quarters. He employs nine hands, and has a capacity of about 5,000 cigars per week.

A. Robinson & Co. manufacture cigars at 117 Union street. The firm is composed of A. Robinson and A. L. Sylvia. The business was established in 1873 by Mr. Robinson on South Water street, between Griffin and Howland. He carried on the factory alone for about four years, when Mr. Sylvia came into the firm. They then moved to what is now 73 Union street and remained there in one location thirteen years. They have occupied their present quarters about two years, and

at present employ seven hands and manufacture about 7,500 cigars per week.

Sail Making.—This industry, which at one time was an important factor in the various trades and pursuits allied to the whale fishery and marine commerce, has been steadily on the decline for more than a score of years. In 1888 there were but four firms yet in the business, and during the past three years two of those have dropped out. In the palmy days of whaling, when vessels were fitted out at New Bedford wharves by the score, there were any number of sail and rigging lofts, and many hands were kept busily engaged making sails and ship's outfits. The firm of Thomas M. Hart & Company, whose sail loft is on Commercial street, comprises as its members Thomas M. Hart, James C. Briggs, and Oliver W. Cobb. The business was originally established by Simpson Hart, father of Thomas, in 1834. In 1843 the granite building on the north side of Commercial street was built and Mr. Hart moved his business into it. He remained in that location until his death, November 5, 1876, after which Thomas M. Hart conducted the business until January, 1888, at which time Mr. Briggs and Mr. Cobb were received into the firm. They employ from seventeen to twenty hands.

John Almy also makes sails, his loft being located on Merrill's wharf.

Iron and Other Metals.—The New Bedford Copper Company was one of the first to extensively engage in the manufacture of metal in New Bedford. The company was incorporated in 1860 with a paid up capital of $250,000, and its works are situated on the east side of North Front Street, just east of the Wamsutta Mills. The product of the mills includes copper and yellow sheathing metals, copper rollers for calico printers, yellow metal bolts, and cut nails, braziers', dimension, and bolt copper. The main rolling-mill is 250 by 100 feet in area, and the building for mixing metals and refining copper is 175 by 60 feet. Lake Superior copper is used exclusively in the manufacture of sheet copper and the print rollers, and the products of the mills have a wide reputation. The present officers are: President, Gilbert Allen; clerk and treasurer, Clarence A. Cook; directors, Gilbert Allen, Edward D. Mandell, William J. Rotch, Frederick S. Allen, and Charles W. Clifford.

The extensive works of the Morse Twist Drill and Machine Company occupy the entire square bounded by Bedford, Fourth, Fifth, and Wing streets. The business which has reached such magnificent proportions is the outcome of a small and unpretentious beginning. Stephen A. Morse conceived the idea of making a twist drill, and began the manufacture of his invention at East Bridgewater, Mass., in 1861. In 1865 he secured a patent upon the drill, and moved to New Bedford, where he had succeeded in interesting capital, and a shop two stories high, 30 by 60 feet in area was erected for his occupancy. The present corporation was incorporated in 1864 with a capital stock of $30,000, which was increased January 1, 1883, to $600,000. The first officers were: President and treasurer, Nathan Chase; directors, Frederick S. Allen, Andrew G. Pierce, Thomas M. Stetson, and Gilbert Allen. The product of the company includes twist drills for machinists' use, twist drills for blacksmith drill presses, machine bits, bit stock drills, reamers, chucking reamers, beach chucks, center drill chucks, counter bores, mandrels, milling cutters, drill grinding machines, standard gauges, taps, dies, screw plates, and tap wrenches. These goods find a market in all parts of the United States, in England, Europe, Australia, India, Russia, and South America. Employment is furnished for 300 hands, and an engine of 150 horse power is used. The present officers are: President and treasurer, Edward S. Taber; directors, Frederick S. Allen, Andrew G. Pierce, Thomas M. Stetson, and Gilbert Allen.

Pope's Island Manufacturing Company was incorporated in 1890 and the company's works are located on the island from which it takes its name. Horse bits and harness trimmings are manufactured at these works from Howard's non-corrosive metals. The company also makes castings and bearing metals. Twelve hands are employed and a forty horse power engine is used. The capital stock is $50,000 and the present officers are: President, David B. Kempton; clerk and treasurer, H. Wilder Emerson; manager, W. H. Bassett; directors, David B. Kempton, H. C. W. Mosher, H. Wilder Emerson, William H. Bassett, Charles A. Gray, and James S. Howard.

Babbitt, Wood & Company, steam fitters and boiler makers, are located at 32 Commercial street. They succeeded to the business of the Union Boiler Company. Employment is furnished to thirty-five men.

The New Bedford Boiler and Machine Company occupies the buildings at 24, 26 and 28 Front street. The firm is composed of Joseph S. Lewis and Henry A. Holcomb. The business was established February 16, 1876, by H. A. Holcomb, Gilbert Bradley, jr., J. S. Lewis and Henry A. Holcomb. It was then known as the New Bedford Boiler Company. They manufacture and make a specialty of a patented steam heating apparatus. They employ twenty-five men on an average.

Gardner & Southwick, brass founders, coppersmiths and plumbers, are located at Middle street. The firm is composed of Reuben M. Gardner and Arnold W. Southwick. The business was established in 1884. Seven hands are employed.

J. C. Rhodes & Company are manufacturers of eyelets for shoes, etc. Their office and factory is located on North Front street at the corner of Rotch's square.

The New Bedford Reed Company occupies the premises at 189 North Water street. The firm is composed of Manuel D. and John D. Martin, who established the business about 1885 on Acushnet avenue. They moved to their present quarters in 1888.

The American Carrier Rocket Company was organized and incorporated in 1886, with a capital of $250,000, consisting of 2,500 shares of $100 each. Most of the stock is held in New Bedford. The company manufactures self line-carrying rockets which are used for life-saving purposes. The company's office is located at 23 Middle street and the present officers are: President, Hiram B. Coffin; secretary, Geo. R. Phillips; treasurer, Geo. R. Phillips; directors, Hiram B. Coffin, Jacob B. Hadley, William Lewis, Samuel C. Hart, Chas. A. Gray, S. T. Viall, Frank R. Hadley, Jas. H. Murkland, Frederick Swift, J. W. Clifton, Gilbert N. Hall.

The New Bedford Iron Foundry is now located at the corner of Water and Cannon streets. It was founded many years ago by F. & I. C. Taber & Company, who were then located at the corner of Fourth and Bedford streets. They were succeeded in 1847 by Taber & Grinnell, and in 1859, Joseph G. Grinnell became the sole proprietor. The present proprietor is Edmund Grinnell, who assumed control in 1873. The works have a capacity of twenty tons of castings per day and one hundred men are employed.

Bowker & Tripp, machinists and manufacturers of steam-engines, valves, etc., occupy the brick building at the corner of North Water and North streets. The business was established by Edward E. Bowker and Robert R. Sherman in 1874 on William street. In 1875 they removed to their present quarters. Mr. Sherman continued in the firm until 1878 when he sold his interest to F. S. Tripp, since which time there has been no change in the firm. Twenty men are employed.

The foundry of the Acushnet Iron Company is located at the corner of North and Water streets in the same place where it was established in 1878 by Augustus Swift, who is still the proprietor. Mr. Swift had previous to that time been in charge of the Boston and Fairhaven Iron Works, at Fairhaven. Castings of various kinds are made and general jobbing is done. From thirteen to fifteen men are employed.

The machine shop of D. W. Wilson occupies a part of the building at 21 Commercial street. Mr. Wilson began business there in 1889 and at present employs eight hands and does steam fitting, hot water heating and machine work.

The New Bedford Machine Shop. This establishment occupies the lower floors of the stone building at the corner of Coffin and South Water streets. The business was begun in 1864 by Jonathan Bourne and was conducted by him until June, 1890, when Brownell & Besse assumed control and carried on the business until February, 1891, when upon the death of Mr. Brownell, Edward L. Besse became sole proprietor.

Luscomb & Corey, machinists, occupy the building at 13 Rodman street. The firm is composed of Frederick W. Luscomb and David A. Corey, and the business was begun by them in October 1885. They employ seven men.

The Jenney-Star Electric Company is located in a three story building on North Front street, near Rotch's square. The company was incorporated in 1891 with a capital of $200,000 and the following officers: President, J. A. Jenney; treasurer, Albert W. Rounds; superintendent, Edward E. Bowker. These gentlemen also form the board of directors. Mr. Jenney, together with Mr. Bowker, an experienced and practical mechanic and machinist, manufactured the first improved dynamos in New Bedford and a new arc lamp in 1891. The company employs ten hands.

Hedge, Lewis & Company, manufacturers of shoe buttons, occupy the stone building at the corner of South First and Rivet streets, which was originally built for the New Bedford Rivet Factory. The present business was established by Hedge & Lewis in October, 1889, on Acushnet avenue, where the enterprise was carried on until October, 1890, when the firm removed to its present quarters. The firm name was changed to Hedge, Lewis & Company in January, 1890. Ten hands are employed.

Daniel Kelleher manufactures bomb guns and bomb lances at 56 Parker street. He began the business in this city in 1880. Eben Pierce manufactures bomb guns and bomb lances at 12½ William street. His business was established in 1870.

C. R. Sherman & Son, manufacturers of nautical instruments and electrical goods, are located at the corner of North Second and William streets. The business to which this firm succeeded was established in 1840 by John Kehew, who began making and repairing nautical instruments in a building on the west side of Water street between Elm and William. In 1864 he sold the business to C. R. Sherman and James Hanley, who carried it on under the style of C. R. Sherman & Co. Mr. Sherman had been with Mr. Kehew since 1841. In 1866 Mr. Hanley's interest came into the hands of Wendell Macy who remained in the firm until 1872, when Mr. Sherman took entire charge of the business and conducted it until 1880, when W. R. Sherman, a son, was received as a partner, and the firm has since been known as C. R. Sherman & Son. They have occupied the present location since 1886.

Paint Manufacturers.—The firm of George Kirby, jr., & Co. is composed of George Kirby, jr., George A. Kirby, and Eugene M. Barrows, The business was originally established by the senior member of the firm in 1861, on Pine street, where he remained until 1866. He then removed to Centre street, and was known as Humphrey, Kirby & Co. remaining in that location one year. In 1867 the factory was moved to the present location on Wall street, east of Acushnet avenue. Mr. Humphrey retired in 1877. George A. Kirby was admitted to the firm in 1885 and Mr. Barrows in 1887. The buildings were destroyed by fire in April, 1887, and a new factory immediately erected on the same site. Twelve hands are employed.

Brownell & Company, manufacturers of paints and colors, are located at 13 North Front street. The business was established by H. J. Brownell, at the corner of First and School streets, in 1879. Albion T. Brownell entered the firm in January, 1880, and has conducted it entirely alone since 1883.

Brightman Brothers are manufacturers of paints and colors at 7 Rodman street. The firm consists of W. O. and F. W. Brightman, and the business was established by them in January, 1886. F. W. Brightman had been employed in the paint-mill of George L. Kirby for ten years. Four men are employed on an average.

CHAPTER XXIV.

TRANSPORTATION FACILITIES, ETC.

The First Railroad—Particulars of its Construction—Its Opening to the Public—The Road to Fall River—Express Business in New Bedford—The First Telegraph Line—Introduction of the Telephone.

NO active steps were taken towards the building of a railroad to New Bedford, until some time after the line had been completed to Taunton. Passengers destined for Boston or Providence traveled by stage from here to Taunton and there connected with the railroad in either direction. The stages left New Bedford twice daily and arrived twice, making close connection with the trains and carrying the mail. The route for the railroad from New Bedford to Taunton, to connect there with the Taunton Branch Railroad was first surveyed in 1836 by William Gibbs McNeill and E. T. Chesbrough, engineers, and the total cost of construction estimated at $285,230. A later survey was made by George W. Whistler, and the estimated cost of the road placed at $400,000. Compared with the present day, railroading was in its infancy in 1836, and fears were entertained that trouble would be experienced in making a substantial grade for a roadbed through the low,

swampy land several miles north of here. Joseph Grinnell and a few other influential men of the town, however, were persevering in their efforts to secure a railroad, no matter what obstacles had to be surmounted. The Legislature of 1838 passed an act incorporating Alfred Gibbs, Joseph Grinnell, and James B. Congdon, their associates and successors, as the Old Colony Railroad Corporation, for the purpose of building a railroad from Taunton to New Bedford. No reason is assigned for the selection of the name "Old Colony Railroad," and it is evident the choice was reconsidered, for at the first meeting the name was changed to the New Bedford and Taunton Railroad Company.

The subscription books for the sale of stock of the Old Colony Railroad corporation were opened at each of the banks in this town on the 30th of April, 1838. One dollar was required to be deposited on each share of stock at the time of subscribing. William W. Swain, one of the committee appointed to procure subscriptions, made a report to the effect that $293,000 had been subscribed. The list of original subscribers is still in existence. There were 2,505 shares of stock taken in New Bedford by 205 persons, and in Boston 266 shares were subscribed, as well as 230 in New York. Those who took 100 shares were Gideon Howland, George Howland, John A. Parker & Son, and William Rotch, jr. A meeting of the subscribers was held at the Lyceum Hall, Wednesday, February 6, 1839, and the following directors chosen: Joseph Grinnell, Thomas Mandell, William W. Swain, William A. Crocker, Alfred Gibbs, Pardon G. Seabury, David R. Greene. At a subsequent meeting Joseph Grinnell was elected president, and Joseph R. Anthony, treasurer and clerk. Work was begun at once, and the contract for grading was awarded to William McDermott and I. M. Ross on May 7, 1836. The rails were purchased in England through Baring Bros. & Co., and weighed 50 pounds per yard. There appears to have been some delay in filling the order, and almost a year later it was voted to send George Howland, jr., to England "for the purpose of hastening forward the railroad iron."

In less than eighteen months trains were running into New Bedford, for the first time in its history. The location of the depot at Pearl street was decided upon at a meeting of the stockholders, by a vote of 1,563 to 258, it having been the subject of considerable controversy as to

whether it should be placed there or half a mile farther north in the vicinity of "Mr. Rodman's barn."

The railroad was opened to the public on the first day of July, 1840, from the depot on Pearl street, and just fifty years later, to a day, the foundations were laid on the same site for the present commodious and imposing freight depot. An excursion train left New Bedford at 8 A. M., carrying a large number of prominent people to Taunton, among whom were His Excellency the Governor of the Commonwealth, the the Lieutenant-Governor, members of the Council, the Hon. Mr. Grattan, English Consul at Boston, and many others. Returning to New Bedford, the company assembled at 1 o'clock in the town hall, where a bountiful collation had been prepared, and the room handsomely decorated by the ladies. There were five tables running the entire length of the hall, at which about three hundred persons were seated. Rev. Mr. Upham, of Salem, offered an impressive prayer and during the progress of the repast several toasts were responded to, among them, "His Excellency, the Governor;" "The Boston and Providence Railroad;" "Edward Everett" "Our beloved Commonwealth;" "The City of Boston;" and others.

During the festivities at the town hall, Hon. Joseph Grinnell, president of the railroad, made an intellectual and fitting address, narrating the history of the enterprise which had been so successfully completed. He stated that this was the only railroad that had been built within the estimates and completed within the appointed time. The credit for this he bestowed mainly upon the resident engineer, Stephen S. Lee. Among others who made brief remarks on this occasion were Governor Morton, John H. Clifford, Josiah Quincy, jr., Judge Charles H. Warren, James B. Congdon, Hon. Daniel P. King, William Sturgis, Thomas D. Eliot, Hon. Barker Burnell, of Nantucket; Nathan Hale, of Boston; and Francis Baylies, of Taunton.

On Thursday, July 2, regular trains began running, leaving New Bedford at 6.30 A. M., and 3.15 P. M., leaving Boston on the return for Taunton and New Bedford at 7 A. M., and 4.15 P. M. On July 4th an excursion train for the general public was run to Taunton and return, all kinds of cars being fitted up for the occasion and hundreds of people making the trip. The fare for the whole ride was $1.25.

A description of the old depot on Pearl street as given in the Boston *Atlas*, July 2, 1840, reads as follows: "The car house and ticket office is built in the Egyptian style of architecture, with ends in imitation of the entrance of the catacombs, or the arches of gates. The appearance of the building is singularly odd and appropriate." Of the columns referred to there were four in number, two of which were afterward removed to make room for the entrance and exit of passengers. William A. Crocker, of Taunton, was the first superintendent of the road, and the road-masters were Benjamin Kenniston and Amos Burnham. Rufus Godfrey, who had for many years carried on a freight business by wagon from this city, assumed a contract with the road to handle its entire freight traffic, and this arrangement continued for several years. The railroad dealt a severe blow to the packets which had freighted oil from New Bedford to Boston, and held out inducements in the way of rebates and low tariffs until it secured the bulk of the business. Warren Ladd, who was afterwards agent at New Bedford and superintendent at this place for more than forty years, came to this city and began work as a clerk for Mr. Godfrey, with the opening of the road. He made out the first way bills in the freight office, which was established at the north end of the station. Elias Sampson was the first ticket master.

The receipts of the railroad for the month of August, 1840, were $3,464.

The property of the road was sold April 1, 1873, to a corporation known as the New Bedford Railroad Company for $323,500, the latter company to pay the outstanding bonds of $171,500. This company was consolidated in 1873 or '74 with the Boston, Clinton and Fitchburg Railroad, which gave the officials of the latter control of the New Bedford Railroad. The stockholders of the New Bedford were given the preference of taking shares in the new corporation for those of the old, or of being paid in cash. Most of them decided to accept the latter. This crippled the Boston, Clinton and Fitchburg financially and resulted in the consolidation with the Old Colony Railroad January 1st, 1879, which up to that time had been a competing line. It was in consequence of this competition that the branch from here to Fall River was built in 1876 to enable the New Bedford people to secure traffic for

Fall River from the north. The present passenger station was finished and occupied June 21, 1886. The land on which it stands was partially used at one time as a ship yard, and for a great part of the distance between the depot and Acushnet avenue the ground has been filled in and taken the place of water. The location was selected principally with the idea of making it more convenient for the trains to run through to the steamboat wharf. At present eight passenger trains run each way north and south, and four east and west each day, the former *via* Taunton and the latter *via* Fall River. The tonnage of coal for the year ending July, 1881, was about 230,000 tons, while in 1885 it was only 95,000. William B. Fisher, the present local superintendent, succeeded Warren Ladd in 1885, but has been with the Old Colony for twenty years. He has jurisdiction over all departments of the road in New Bedford, including both rail and boat, the latter business assuming large proportions during the summer season. The company also has a line of propellers running to New York every day, which are devoted to the transportation of freight. Luther G. Hewins, the present ticket agent, succeeded his father, who held that position for many years.

Fall River Railroad.—During a few years preceding 1874, when New Bedford was feeling the tide of prosperity that has continued to this time, the subject of connecting the city with Fall River occupied the attention of a number of prominent men. The matter was discussed in the public press, a committee passed over the proposed route to learn as to the feasibility of the enterprise, all of which action resulted in the formation of a company and contracting the building of the line in October, 1874. The contract was let to Henry W. Phelps, of Springfield, at $200,000. The road eventually cost considerably more than that sum, reaching nearly to $300,000. While a great convenience, and at the present day of great value to the city, the road did not meet the expectations of its projectors, and it finally passed under control of the Boston, Fitchburg and Clinton Company, and in the general consolidation was taken under a lease by the Old Colony Company, by whom it is now operated. J. A. Beauvais, of New Bedford, was the first president of the company; and continued until 1876, when he was succeeded by Harrison Bliss, of Worcester. The directors at the present time are Mr. Beauvais, Charles F. Choate (president), William Rotch, H. A. Blood, Morgan Rotch, Frederick L. Ames, and J. S. Brayton.

Express Companies.—In early days the business of carrying express was so small that what freight did not come by the way of sailing vessels and occasional teams and wagons, was usually sent in care of the drivers of the different stage routes. Among the first to make a regular business of carrying freight and express between Boston and New Bedford were Samuel Cook and Rufus Godfrey, who drove baggage wagons, each making one trip a week, taking three days for the journey. They went by the way of the turnpike, driving their own teams. This was between 1830 and 1840. They often carried specie in quite large quantities, having no other protection than a dog or possibly a pocket pistol. When the Taunton Branch Railroad was completed, Cook changed his route, going from Taunton to Wareham, and Godfrey took the route from Taunton to New Bedford, carrying the freight and express until the completion of the New Bedford and Taunton Railroad in 1840, when he took the contract for handling their freight traffic at this place. Elias Sampson, who had been agent of the old mail and accommodation stages, and had kept a hotel at Middleborough, came to New Bedford and assumed charge of the ticket business for the railroad.

Contemporary with the baggage wagons, and some time prior to the completion of the Taunton Railroad, a daily line of stages ran between New Bedford and Fall River, connecting there with lines for Providence and Newport. These stages were conducted by R. B. Kingsley. Some of the well-known drivers who drove on this line were Frank Blake, who was afterward clerk in the express office at Fall River for many years; Josiah Bliss, afterwards a clerk on Kingsley's boat from Newport to Providence; Josiah Thurston and Samuel Burnham. Later on this line of stages changed hands several times, and finally the business became insignificant, owing to the erection of railways. A line of stages was early established between New Bedford and Newport to meet the New York boat, by Nye Chadwick and Thomas Cole. Their stables were down by the old steamboat wharf, on Water street. Some of their drivers were Thomas Forbes, Robert Minkley and Thomas Dunmore. This line was very irregular in its hours of leaving and arriving, as the boat from New York was often late when the wind was unfavorable. A line of stages, carrying small express, was also run to

Plymouth by the way of Wareham, going one day and coming back the next. On alternate days it ran to Sandwich. Some of the familiar drivers on that line were Alden Reynolds, "Doctor" Maynard, and a man named Harris. The Sandwich line was afterward managed by Borden & Howard, and the Plymouth route was managed by Gass & Chandler. Both these routes came into the hands of Salmon F. Perry about 1850, as did also a route between New Bedford and Wareham, which had been conducted by one Onley, of Plymouth. Mr. Perry did his first staging at the age of nineteen, driving between Sampson's and Wareham, in 1836. In 1845 he began driving a baggage wagon and stage between New Bedford and Bridgewater, making the trip each day, a distance of sixty miles. He connected at Bridgewater with a line of stages for Boston and carried both passengers and express. The fare to Boston by stage was $1.50, and this compelled the railroad to reduce their rates of fare which had been considered exceedingly high. Mr. Perry ran this line for about five years. He took a route to Wareham in January, 1848, and conducted it seven years, and also a line of stages between here and Mattapoisett. Some of the drivers on the old New Bedford and Boston route of stages managed by Mitchell, Smith & Co., Elias Sampson, agent, were Abram Poole, Dexter Dean, Jack Downing, Jacob Cushman, Gideon Southworth, Joseph Hunt and John Long. Some of the drivers on the line that ran between New Bedford and Taunton to meet the trains of the branch road, were Dexter Dean, Franklin Poole, Charles R. Sisson, William Peck, William Sims, afterward depot master at Myricks for many years; Andrew Sisson, Jacob Cushman, Alfred Richards, who now runs the Little Compton stage; and George Richards.

Among the early express offices that were established in New Bedford within a few years after the completion of the railroad, there were in existence in 1849 the Boston and Providence Express, by Hatch, Gray & Co., 119 Union street; New York Express Office, by Godfrey & Munroe, *via* Fall River, 116 Union street; New York Express Office, Davenport & Mason, *via* Stonington, 119 Union street; Nantucket Express Office, Charles B. Swain, 119 Union street. In 1865, at the close of the war, there were six express routes operated by different parties as follows: Boston, Taunton and Providence, by Hatch & Whiting, 142

Union street; Boston, *via* Wareham, Albert R. Paulding, 122 Union street; New York Express, Davenport, Mason & Co., 142 Union street; Nantucket, A R. Paulding, 122 Union street; Edgartown Express, Sylvanus L. Pease, and John Mayhew, and Holmes Hole Express, by George Peakes.

Albert D. Hatch began the carrying of express matter between New Bedford and Boston with the opening of the railroad, and the origin of Hatch & Co.'s line of express dates from that event. Under his administration the business developed rapidly and formed the foundation for the present extensive operations of that company.

Street Railways of New Bedford.—New Bedford was without street railways until the year 1872. The city then had a population of about 22,000, and the need of these popular lines of transportation was seriously felt, particularly by those coming here on their way to the Vineyard. Passengers were compelled to make their way as best they might from the station in Pearl street to the steamboat wharf at the foot of School street. How long this condition might have remained but for the extension of the Old Colony Railroad to Wood's Holl is uncertain. When that improvement was inaugurated, the New Bedford and Taunton Railroad was forced, for self-preservation, to give its passengers better conveniences. The stockholders of this road, largely citizens of this city and identified with its prosperity, had long felt the need of a horse railroad, and appreciated the advantages it would confer on the public. After long discussion and the proposal of various plans, the stockholders of the railroad began the movement that resulted in success. The New Bedford, Martha's Vineyard and Nantucket Steamboat Company, clearly discerning the benefits that would accrue to their interests, promptly enlisted in the project. A committee was chosen, a charter drawn and applied for, and on the 6th day of February, 1872, the road was incorporated as the New Bedford and Fairhaven Street Railway Company, with a capital of $50,000. The subscribers to the stock met on March 2, in the office of the Wamsutta Mills. Hon. Joseph Grinnell presided at the meeting. W. W. Crapo, Weston Howland, Warren Ladd, James V. Cox, George Wilson, Samuel P. Burt, Nathan S. Ellis and Andrew G. Pierce were chosen directors. At this meeting it was voted that three miles of street railway be built and

equipped as soon as the stock subscription would warrant it, provided that satisfactory arrangements could be made with the city of New Bedford and the town of Fairhaven, and that no free passes be granted except to officers and employees of the road. On March 5 the board of directors met, and Hon. A. G. Pierce was chosen president and treasurer. S. P. Burt was elected clerk, and the subscription books were opened in Fairhaven. The route proposed and accepted by the city was from Linden street through Purchase street, Fourth street and School street to Front street. W. S. Barbour, the engineer of the Metropolitan Horse Railroad Company, of Boston, was employed to survey the road, and the contract for laying the track was awarded to Hon. George W. Lobdell, of Mattapoisett, and Elias Terry, of this city; and it stipulated that the road should be completed to the Ferry depot from Linden street, a distance of 7,681 feet, by the 15th of June. At this time the New Bedford and Taunton Railroad Company had chosen a committee to see what amount of stock it was advisable for that company to take in the horse railway.

This committee reported favorably to the subscription of $25,000 of the stock of the new company, and its action was ratified at a special meeting held for that purpose. The steamboat company had subscribed for $12,500, and this only left $12,500, which was taken by the citizens of the city. Nearly all the latter was subscribed by men who held stock in the other two companies.

Warren Ladd, Andrew G. Pierce and Weston Howland had been appointed a committee to construct the road. Work was commenced on Purchase street near the head of Pearl street, and was pushed so rapidly that on June 1 it was completed as far as the Parker House. On June 13 the road was completed to the Ferry depot as called for by the contract. Twelve horses for the road arrived from Prince Edward's Island on June 15, and seven cars were provided in the same month, four of them being for two horses. A baggage car for the accommodation of passengers to the Vineyard was soon added to the equipment of the road. The first car-house was erected just west of the north depot; it was 30 by 60 feet in size, and was built by William A. Kirby. On the 28th of June one of the cars was run over the road for the first time, and on the 1st of July the collection of fares was commenced.

Patronage of the road was unexpectedly large from the first, and in July it became necessary to hire two cars of a Boston road.

On the 1st of August work was begun on the Fairhaven division of the road, and it was finished to the north end of the bridge on the 9th of September. October 7 the cars began running to Fairhaven.

In May, 1873, the directors of the road voted to extend the city line from School to South on Third street, and subscription books were opened for an increase of the capital stock of from $10,000 to $15,000 for that purpose. The road was already making a showing that was gratifying to the stockholders, and property owners along the line of its route could see that the value of their property was being enhanced, It was about this time that cars commenced to run Sunday trips, not, however, without considerable doubt on the part of the directors that it would prove to be a paying venture, as their announcement that the step was an experimental one plainly shows. Arrangements were made to connect with Hersom's Omnibus Line to the west part of the city, and the advantages of easy means of communication to any section was demonstrated by the increased activity in real estate in that locality. The ferry between this city and Fairhaven had for years been a source of great convenience to the public, but was now run at a pecuniary loss, as the horse cars received the greater part of the travel. Although strenuous efforts were made to have the railroad continue to run it, its last trip was made September 30, 1873.

In July, 1873, land was purchased of John Church on Main street in Fairhaven for a stable and car house. A house was standing upon the lot at the time which was sold to John P. Ellis and afterward removed to the west side of Water street. The car house was built 132 feet in length, extending from Main to Middle streets, and 35 feet wide. A large stable joined it on the north, givng the building a frontage of 126 feet on Main street, and the stable had a rear of 50 feet. The first annual meeting of the stockholders was held November 5, 1873. The old board of directors was re-elected, except that Thomas B. Tripp took the place of Nathan S. Ellis, who had died during the year. The net earnings of the road were shown to have been 6 per cent. on the capital, 21,530 round trips having been made, carrying 347,771 passengers. At this meeting an additional subscription of $10,000 to the capital stock was called for, to extend the main line to Washington square.

At the annual meeting in 1874 it was shown that the net receipts of the road, over and above expenditures for the year, were $117.03. Although it had not proved the greatest success, viewed from the stockholders' standpoint, it had shown itself to be an important factor in the city's growth. Advancement and great increase in value of property had marked every step it had taken in the line of extension of its tracks. In the year 1877 it was extended on Fourth to Rockland street, and in less than a year it was found that this extension had doubled the business of the road from what it was the year before.

Warren Ladd had been elected president of the road, and with his acceptance of the office the affairs of the company advanced with renewed prosperity. The car stable on the corner of Weld and Purchase streets was built in 1878. In 1882 the capital stock of the company was increased to $135,000, a step rendered necessary by extensions of the line. At that time the cars ran to Cove street, and the Fairhaven cars to Parker street. In 1887 the road was extended to Jenney street towards Cannonville. The board of direction had remained without change up to that time, with the exception of the election of Charles H. Gifford in place of Thomas B. Tripp; at the annual meeting of 1884 Jonathan Bourne was placed in the board in place of James V. Cox, deceased.

In 1885 the Acushnet Street Railway Company was incorporated, with a capital of $125,000, and became a formidable rival of the old company, and it was war to the hilt between the two companies. The first year the Acushnet showed a deficit of $106.80, and the old road a profit of $6,762.15. In 1887, in seven months of warfare, the New Bedford and Fairhaven road shrunk $6,364.83, and the Acushnet road fell behind $16,197.28. In this year the two roads consolidated, and in this way at least one-third of the expenses of operating the same amount of track was obviated. The new road was known as the Union Street Railway, and in the last five months of the year the net income was $21,614 79, and still the interests of the general public were better subserved than before.

S. C. Hart was chosen president of the road, succeeding Mr. Ladd, and held the position until August, 1891, when he was succeeded by Weston Howland. Upon Mr. Ladd's retirement from the office he

was highly complimented by his associates, and given credit for a large share of the success of the enterprise.

William H. Allen was superintendent of the road from August, 1887, to January, 1890, and then on the resignation of Andrew G. Pierce as treasurer he was elected to fill the vacancy, and at the same time Franklin Woodman was elected superintendent.

October 18, 1890, electric cars were run on one line of the company for the first time, the motive power being furnished then as now by the New Bedford Gas and Edison Lighting Company, and two eighty-horse power generators are required.

The company owns several large and commodious buildings—the stable and car-house in Fairhaven, to which an addition has been made since it was built, the large stable and car-houses at the corner of Weld and Purchase streets, where accommodations are found for ninety horses, and about thirty cars are stored; the central station, where 100 horses are cared for and thirty-five cars are housed, and the Mt. Pleasant electric car station, where the eight electric cars are stored.

The First Telegraph Line.—A wire was strung from Fall River to New Bedford during the year 1847, and was known as the Magnetic Telegraph. The first office was located at 34 North Second street in the same building with Henry Lindsey's reading-room, and Clifford Thomas was the first telegraph operator, and had charge of the office. He was succeeded in 1852 by Benoni R. Paine, and prior to 1856 the office was moved to No. 30 Purchase street. Under Mr. Paine's management the office was subsequently moved to the Ricketson block on Union street where it remained for several years. At this time it was known as the Union Telegraph Office, and contemporary with it the Commercial Telegraph Company maintained an office at No. 9 North Water street, employing E. O. Laughton as superintendent and manager. The companies were consolidated later on, being known as the American Telegraph Company. The Western Union took possession of the wires in 1866 and the office was removed to its present quarters at 32 North Water street, August 1, 1870. Mr. Paine retained the position of manager under the successive companies until the time of his death, September 11, 1881, when he was succeeded by George S. Hoyt, who had been an operator in the office for many years. Mr. Hoyt continued as

manager until September 1, 1889, when he resigned to engage in other business. He was followed by the present manager, John Q. Ryder. Besides the main office there are three branch offices in New Bedford and one in Fairhaven. There are fourteen wires in the switch board at the main office, which includes direct connection with Boston and New York as well as all important intermediate stations. Six operators, a clerk and five messengers are employed, and the office is under the jurisdiction of the Third District, Eastern Division, with headquarters at Boston.

The Telephone.—The modern telephone first made its appearance in Southern Massachusetts in 1879. The first meeting toward organizing a stock company to erect and operate telephone lines in New Bedford was held January 24, 1880, and the Southern Massachusetts Telephone Company was organized February 2, 1880. The first officers were Charles W. Clifford, president; Samuel Ivers, clerk and treasurer; directors, Charles W. Clifford, Morgan Rotch, S. A. Williams, Fred S. Potter, Moses E. Hatch, Edmund Grinnell, Samuel Ivers. Systems were successively secured in Fall River, Taunton, Brockton and other places, and the company controls the entire system in Southern Massachusetts. The New Bedford central office is located in the Waite building on William street, and Moses E. Hatch is the manager. The original capital stock was $30,000, and the number of subscribers in New Bedford did not exceed ten or a dozen. The capital stock has been increased from time to time to $450,000 and the total number of subscribers is now about 2,500, more than 800 of them being located in New Bedford. The present officers are: President, Charles W. Clifford; clerk and treasurer, Samuel Ivers; directors, Charles W. Clifford, Oliver P. Brightman, Walter Clifford, Morgan Rotch, Moses E. Hatch, Samuel Ivers, William H. Forbes, Thomas Sherwin, Sidney W. Knowles.

Old Hotels.—Two of the oldest hotels in Southern Massachusetts are the Parker House and the Mansion House The Parker House was opened and dedicated on Thursday, February 10, 1842, by a sumptuous dinner given by its first hosts, Messrs. Horton & Son. The hotel had for years been the mansion and residence of John Avery Parker, and was a familiar object to all the old residents of the community. On the occasion of its opening as a hotel there were nearly 200 citizens and

strangers present, who partook of the good things prepared for them. Among those present were Messrs. Baylies and Holmes of Taunton, Weeks of Boston, and Thomas of Worcester. Grace was impressively pronounced by Rev. Sylvester Holmes, and later on at the close of the repast, Rev. Thomas M. Smith returned thanks in a brief and appropriate manner. Many brilliant speeches and remarks were made, and toasts suitable to the occasion were tendered, among which were "The Parker House," responded to by J. A. Parker, esq.; "The homes of New Bedford," by Colonel Clifford; "The health of the hostess of the Parker House," drank standing, by W. T. Hawes; "The Nestor of the ocean, Commodore Crocker," by the president, and many other excellent and appropriate terms, including a rousing toast to "Our Host," by William Eddy. The Parker House has been a popular hostelry ever since and is now under control of Holder M. Brownell.

The Mansion House was formerly the residence of William Rotch. It was converted into a hotel and first opened in that capacity December 18, 1828, by J. Webster. It has in the three score years' service as a public house witnessed many changes in the appearance of the "Four Corners" and has been greatly altered and enlarged. It is impossible to get an accurate list of the different proprietors of the hotel, but it was conducted for many years by Lewis Boutell, and was purchased in 1878 by S. T. Viall and Charles T. Cook, from the heirs of the Boutell estate. Messrs. Viall and Cook are the present owners. Charles W. Ripley has been the proprietor since 1885 and the house has been a successful enterprise under his management, so much so, that a large addition was built to the north end of the old structure in 1887 and in 1891 extensive alterations made in the interior of the hotel, connecting it with the building just east which now forms a part of it. In front of the Mansion House on Union street, in the early part of the century were two or three poplar trees, and two poplar trees on Second street. When the house was modeled into a hotel these trees were cut down.

CHAPTER XXV.

FINANCIAL INSTITUTIONS OF NEW BEDFORD.

New Bedford as a Financial Center — Elements of its Monetary Stability —The First Banking Institutions — Other State and National Banks — Savings Institutions — Board of Trade.

THE National Bank of Commerce, which by two successions and change of name is the outgrowth of the first bank ever established in this town, has an interesting history. By reference to old newspaper files and early town records we find that in 1803 the business of the town had reached proportions sufficiently large to warrant the establishing of a bank. In that year the Bedford Bank was incorporated with a capital of $60,000, an amount which at the beginning of the enterprise was thought would be more than could be loaned; but in 1804 prosperity had so far attended the venture as to make it necessary to increase the capital to $150,000. The old charter expired in 1812, dnring the last war with England, and all branches of business were in such an unsettled state that the affairs of the bank were concluded and for an interval of four years following, New Bedford was without a banking house. Thomas Hazard was the first president of this early bank and John Pickens the cashier, while among the directors were John Howland, Cornelius Grinnell, William Rotch, jr., and Thomas Nye.

The Bedford Commercial Bank was organized in 1816, with a capital of $100,000, which in 1821 was increased to $150,000; in 1825 to $250,000; in 1831 to $400,000, and in 1851 to $600,000. Joseph Ricketson occupied the position of cashier at a salary of $500 per year, and John Avery Parker, Cornelius Grinnell, Gideon Howland, George Howland, Seth Russell, jr., James Arnold, Joseph Ricketson, Thomas Nye, and Samuel Rodman, jr., were chosen directors, with George Howland as president. Mr. Howland retained the position of president until his death in 1851, when he was succeeded by Edward Mott Robinson, who was followed in 1860 by Thomas Nye, jr. Thomas S.

Hathaway was president from 1868 until 1878, since which time Francis Hathaway has held that office. On December 19, 1864, a reorganization took place and the Bedford Commercial Bank became the National Bank of Commerce, with directors of follows: Thomas Nye, jr., William J. Rotch, Thomas S. Hathaway, George Hussey, Matthew Howland, Charles L. Wood, William Hathaway, jr., Thomas Knowles, Henry Taber, and William C. N. Swift. The present capital of the bank is $1,000,000, to which amount it was increased in 1874, and the present surplus is $200,000. The old bank building at the time of its erection, with its improved subterranean vaults, was believed to be burglar proof. The present building was begun in 1883 and completed and occupied in July, 1884. It is a handsome structure and one of the city's best examples of modern architecture.

The directors of the bank since its organization in 1816, with the years of their term of service, have been as follows:

John Avery Parker, 1816 to 1825; Cornelius Grinnell, 1816 to 1831; Gideon Howland, jr., 1816 to 1825; George Howland, 1816 to 1852; Seth Russell, jr., 1816 to 1834; James Arnold, 1316 to 1836, 1837 to 1838, 1840 to 1854; Joseph Ricketson, 1816 to 1842; Thomas Nye, 1816 to 1831; Samuel Rodman, jr., 1816 to 1849; Nathaniel Hathaway, 1825 to 1832; Thomas Rotch, 1825 to 1826; Charles W. Morgan, 1826 to 1848; Joseph Grinnell, 1831 to 1832; William T. Russell, 1831 to 1837; Thomas S. Hathaway, 1832 to 1878; Jireh Perry, 1832 to 1849; Thomas Nye, jr., 1834 to 1869, 1871 to 1883; Edward Mott Robinson, 1836 to 1840, 1848 to 1860; William Hathaway, jr., 1838 to 1886; Abraham H. Howland, 1842 to 1847; Charles L. Wood, 1847 to 1882; William C. Nye, 1849 to 1850; William C. N. Swift, 1849; George Hussey, 1849 to 1866; William J. Rotch, 1852; Matthew Howland, 1852 to 1885; Frederick Parker, 1859 to 1862; John Hunt, 1860 to 1862; Henry Taber, 1862; Thomas Knowles, 1862 to 1878; John H. Clifford, 1866 to 1872; Leander A. Plummer, 1867 to 1885; James Robinson, 1872 to 1875; Benjamin T. Cummings, 1877 to 1882; Charles W. Clifford, 1878; Francis Hathaway, 1878; Frederick Swift, 1880; Morgan Rotch, 1882; William A. Robinson, 1882 to 1889; Oliver Prescott, 1883 to 1890; Otis N. Pierce, 1883; Charles W. Plummer, 1883; Joseph F. Knowles, 1883; Walter Clifford, 1885; Manly U. Adams, 1885; William D. Howland, 1886; Francis H. Stone, 1891. The cashiers have been as follows: Joseph Ricketson, 1816–44; James H. Crocker, 1834–38; Thomas B. White, 1838–75; Benjamin F. Coombs, 1875–76; and James H. Tallman, 1877 to the present time. The teller is Horace Wood.

The present officers are as follows: President, Francis Hathaway; vice-president, William C. N. Swift; cashier, James H. Tallman; directors, Francis Hathaway, William C. N. Swift, Henry Taber, William

J. Rotch, Charles W. Clifford, Frederick Swift, Charles W. Plummer, Walter Clifford, Morgan Rotch, Otis N. Pierce, William D. Howland, Manly U. Adams, and Francis H. Stone.

The Mechanics' National Bank occupies the north half of the bank building on the east side of Water street at the foot of William. The structure is fashioned after the style of old colonial architecture and is one of New Bedford's landmarks. It was originally a State bank, and was incorporated October 3, 1831, under the title of "the President, Directors, and Company of the Mechanics' Bank of New Bedford." A petition was tendered the Legislature for a renewal of the original charter, March, 1849, which would expire by limitation October 1, 1851. Notwithstanding the fact that the bank was reorganized as a National bank June 3, 1864, it did not discontinue business as a State bank until March 31, 1865. The original capital was $200,000, which was increased to $400,000 April 12, 1854. The present capital is $600,000 to which amount it was raised in June, 1857. The present surplus is $225,000. The first board of directors comprised William R. Rodman, Thomas Mandell, George T. Baker, Joseph R. Shiverick, John Perkins, Edmund Gardner, Pardon Tillinghast, Andrew Robeson, and Dudley Davenport, Those who have served as directors, with the dates of their service have been:

William R. Rodman, 1831 to 1851; Thomas Mandell, 1831 to 1870; George T. Baker, 1831 to 1843; Joseph R. Shiverick, 1831 to 1860; John Perkins, 1831 to 1849; Edmund Gardner, 1831 to 1872; Pardon Tillinghast, 1851 to 1872; Andrew Robeson, 1831 to 1843; Dudley Davenport, 1831 to 1843; James H. Collins, 1843 to 1861; William Cummings, 1843 to 1849; Jonathan Howland, 1843 to 1849; John R. Thornton, 1849; Jireh Swift, jr., 1849; Edmund Taber, 1849 to 1861; Henry Taber, 1851 to 1852; William Watkins, 1852 to 1880; Loum Snow, 1860 to 1872; William W. Crapo, 1861; Thomas Wilcox, 1861; Sylvanus Thomas, 1866 to 1867; Andrew G. Pierce, 1867; Edward D. Mandell, 1871; Horatio Hathaway, 1872; Henry F. Thomas, 1872 to 1880; Loum Snow, jr., 1876; E. Williams Hervey, 1883; Edward Kilburn, 1884 to 1889; Henry C. Denison, 1887; William C. Taber, jr., 1890.

William R. Rodman was the first president, holding the office twenty years, resigning in October, 1851. His successor was Thomas Mandell, who was elected October 11, 1851, and retained the office until his death, February 13, 1870. William W. Crapo, now president of the institution, was chosen to that position June 1, 1870. Joseph Congdon, the first cashier, held that position twenty-six years, resigning in Octo-

ber 7, 1857 on account of ill health. E. Williams Hervey succeeded Mr. Congdon as cashier and retained the position until August 9, 1882, leaving it on account of feeble health, after having been in the service of the bank for twenty-nine years, nearly twenty-five of which was spent as cashier. The present cashier, James W. Hervey, was his successor. Lemuel T. Terry is the assistant cashier, and the bank's officers are as follows: President, William W. Crapo; vice-president. Andrew G. Pierce; cashier, James W. Hervey; directors, William W. Crapo, Andrew G. Pierce, John R. Thornton, Jireh Swift, jr., Thomas Wilcox, Edward D. Mandell, Horatio Hathaway, E. Williams Hervey, Loum Snow, jr., Henry C. Denison, and William C. Taber, jr.

The Citizens' National Bank is located in their handsome new building at the northwest corner of William and Second streets. The bank was incorporated May 17, 1875, with a capital of $250,000, and the following board of directors: J. Arthur Beauvais, John P. Knowles, William J. Kilburn, Joseph H. Cornell, Lewis S. Judd, and John F. Tucker. Mr. Beauvais was at that time engaged in a banking enterprise and was elected president, a position which he still holds. The present capital of the bank is $500,000 and this amount is supplemented by a surplus and undivided dividends of $125,000. The first cashier was Thomas B. Fuller, who died in 1886, and was succeeded by Edward S. Brown, the present incumbent. George M. Kingman is teller. The names of those who have comprised the bank's board of directors follows:

J. Arthur Beauvais, 1875; John P. Knowles, 1875; William J. Kilburn, 1875; Charles Tucker, 1875; Joseph H. Cornell, 1875 to 1886; Henry T. Wood, 1876 to 1883; George Marston, 1880 to 1883; Fred S. Potter, 1881; Oliver P. Brightman, 1884; Wendell H. Cobb, 1884 to 1888; Thomas B. Fuller, 1885 to 1886; David B. Kempton, 1886; Cyrenius W. Haskins, 1887; Hosea M. Knowlton, 1889; Benjamin Wilcox, 1889; David L. Parker, 1891.

The present officers are: President, J. Arthur Beauvais; cashier, Edward S. Brown; directors, J. Arthur Beauvais, John P. Knowles, William J. Kilburn, Fred S. Potter, Oliver P. Brightman, David B. Kempton, Benjamin Wilcox and David L. Parker.

The new building was first occupied April 1, 1891, and is constructed of Long Meadow Free Stone.

The First National Bank, located at the southeast corner of Union and Second streets, had its origin in the organization of the Marine Bank, April 3, 1832, with a capital of $200,000 Joseph Grinnell was its first and only president. The first board of directors comprised Joseph Grinnell, Nathaniel Hathaway, Kimball Perry, Joseph S. Tillinghast, Alexander H. Campbell, Ephraim Kempton, Benjamin Russell, Joseph R. Anthony, and William W. Swain. John E. Williams, William M. Sisson and John P. Barker were the cashiers. Its name was changed to the First National Bank in 1864, and it was the first national bank in the city and one of the first to adopt the national banking system. The directors under its reorganization as the First National Bank were Joseph Grinnell, Ward M. Parker, William Gifford, Edward W. Howland, Edward C. Jones, Lemuel Kollock, George F. Barker, Otis Seabury, and Ivory H. Bartlett, jr. Joseph Grinnell continued to act as president of the bank until January, 1878, when he was succeeded by Edward W. Howland. William Watkins was the next president, and he was followed by Edward S. Taber, who at present holds that position. The capital of $200,000 as originally established was increased in 1833 to $300,000, in 1851 to $500,000, in 1855 to $600,000 and in 1860 to $1,000,000, at which figure it now stands. The bank's surplus aggregates $200,000, and since its organization it has been designated as a depository of United States funds. Walter P. Winsor succeeded John P. Barker as cashier in 1874 and continues to hold that position. George B. Hathaway is the teller.

The directors since the organization as the Marine Bank, with the years in which their terms of service began and ended, have been as follows:

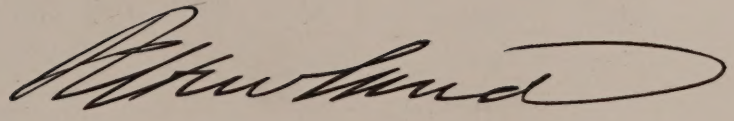
Joseph Grinnell, 1832 to 1885; William W. Swain, 1832 to 1845; Nathaniel Hathaway, 1832 to 1837; Joseph S. Tillinghast, 1832 to 1835; Joseph R. Anthony, 1832 to 1840; Kimball Perry, 1832, six months; Alexander H. Campbell, 1832 to 1834; Benjamin Russell, 1832 to 1833; Ephraim Kempton, 1832 to 1863; Stephen Merrihew, 1832 to 1837; William C. Taber, 1833 to 1857; James Howland 2d, 1834 to 1861; Atkins Adams, 1835 to 1850; Alexander H. Seabury, 1837 to 1840, and 1867 to 1887; Edward C. Jones, 1837 to 1880; Ward M. Parker, 1840 to 1881; Lemuel Kollock, 1840 to 1888; Edward W. Howland, 1845 to 1879; William Gifford, 1851 to 1866; George F. Barker, 1857 to 1865; Otis Seabury, 1860 to 1875; Ivory H. Bartlett, jr., 1862 to 1865; James Henry Howland, 1865 to 1884; Joseph C. Delano, 1865 to 1886; Charles H. Gifford, 1866 to 1881; John P. Knowles 2d, 1867 to 1887; Samuel P. Burt,

1871 to 1875; Abram T. Eddy, 1876; Walter P. Winsor, 1879; William Watkins, 1879; Thomas M. Stetson, 1880; Edward S. Taber, 1881; Edmund Grinnell, 1882 to 1888; William Baylies, 1885; Edward T. Pierce, 1886; Humphrey W. Seabury, 1887 to 1891; Savory C. Hathaway, 1887; Mathew Luce, 1888; Sidney W. Knowles, 1888; Thomas B. Tripp, 1890; Thomas A. Tripp, 1891.

The present officers are: President, Edward S. Taber; cashier, Walter P. Winsor; directors, Abram T. Eddy, Walter P. Winsor, William Watkins, Thomas M. Stetson, Edward S. Taber, William Baylies, Savory C. Hathaway, Edward T. Pierce, Mathew Luce, Sidney W. Knowles, Thomas B. Tripp, and Thomas A. Tripp.

The Merchants' National Bank has its present comfortable quarters in the south half of the building at the foot of William street, but anticipating the wants of its customers and the public needs, coming with increased population, it will ere long be installed in a fine block, which in all probability will soon be erected on the sight of the present Liberty Hall building, which property is owned by the bank. This bank is really the outgrowth of the Merchants' Bank which was organized July 13, 1825, with a capital of $150,000. While the bank was doing business under the State laws in 1828, this amount was increased to $250,000, again in 1831 to $400,000 and in 1851 to $600,000. The first board of directors consisted of John Avery Parker, Samuel Borden, Job Eddy, Abraham Barker, Joseph Bourne, William H. Allen, David R. Greene, John Coggeshall, jr., and Alfred Gibbs. Mr. Parker was president of the bank until his death, December 23, 1853, being succeeded by Charles R. Tucker, who held the office until his death December 21, 1876. Jonathan Bourne was the next president, and was followed in 1889 by the present incumbent, Gilbert Allen. James B. Congdon was the first cashier, holding that office thirty-three years. He resigned January 1, 1858, and was succeeded by Peleg C. Howland, who devoted many years of faithful application to the welfare and best interests of the institution. He died October 26, 1885, and was followed in the position by Henry C. W. Mosher, the present cashier. Gideon B. Wright and Lloyd S. Swain are the tellers. February 14, 1865, the bank was reorganized as the Merchants' National Bank of New Bedford with the following board of directors: Charles R. Tucker, Abraham Barker, David R. Greene, Gideon Allen, Thomas Bradley, Dennis Wood, Jonathan Bourne, William P. Howland and Andrew Hicks. The capi-

Engd by F.G.Kernan, N.Y.



tal stock at this time was $600,000 with a surplus of $166,050.58. The capital was increased to $1,000,000 in 1869, at which figure it still remains, and the present surplus is $500,000.

The directors of this bank since the beginning, with the years of their term of service, have been as follows: John Avery Parker, 1825 to 1854; William H. Allen, 1825 to 1829; Abraham Barker, 1825 to 1871; John Coggeshall, jr., 1825 to 1844; Joseph Bourne, 1825 to 1828; Alfred Gibbs, 1825 to 1842; Job Eddy, 1825 to 1853; David R. Greene, 1825 to 1880; Samuel Borden, 1825 to 1849; William C. Nye, 1829 to 1831; Gideon Allen, 1832 to 1878; Nehemiah Leonard, 1832 to 1843; Edward L. Baker, 1843 to 1864; Charles R. Tucker, 1844 to 1876; Dennis Wood, 1850 to 1878; William Penn Howland, 1850 to 1869; Jonathan Bourne, 1854 to 1889; Andrew Hicks, 1854; Thomas Bradley, 1855 to 1873; George F. Bartlett, 1866; William R. Wing, 1866; George R. Phillips, 1866 to 1889; Joseph Arthur Beauvais, 1872 to 1875; George F. Kingman, 1876; Stephen G. Driscol, 1876 to 1881; Lewis S. Judd, 1877 to 1886; Samuel C. Hart, 1878; Thomas H. Knowles, 1878; Gilbert Allen, 1879; Abraham H. Howland, jr., 1879 to 1887; Francis B. Greene, 1880; William N. Church, 1882; George S. Homer, 1887; James Delano, 1888; Charles M. Tripp, 1889.

The present officers are as follows: President, Gilbert Allen; cashier, Henry C. W. Mosher; directors, Andrew Hicks, George F. Bartlett, William R. Wing, George F. Kingman, William N. Church, Thomas H. Knowles, Samuel C. Hart, Gilbert Allen, Francis B. Greene, James Delano, George S. Homer, and Charles M. Tripp.

An organization known as the New Bedford Clearing House was established September 1, 1888, comprising as its members the national banks of New Bedford. James W. Hervey was elected president and Edward S. Brown, secretary, both gentlemen still holding those positions. All clearings are made at the National Bank of Commerce under the management of James H. Tallman.

The New Bedford Safe Deposit and Trust Company occupies the brick building at the corner of Acushnet avenue and William street. The company was incorporated by an act of the Legislature in 1887, with a capital stock of $100,000, and authority to increase it to $500,000. The first business was transacted in June, 1888, and in the following November the capital stock was increased to $200,000. At that date the number of depositors was one hundred eighty-two, and the deposits amounted to $150,000. At the present time the deposits have increased to over $475,000, and the number of depositors to 1384. The company has a fine vault for the safe deposit of any article of

value, built by the Hall Safe and Lock Company of Cincinnati, Ohio, and aside from acting as agent for any corporation or city in issuing certificates of stock, bonds, or other evidences of indebtedness and for payment of dividends thereon, the company does a general banking business, identical with that of a national bank, excepting in the matter of issuing bank notes. Interest is allowed on daily balances and credited monthly. Storage rooms are also maintained for the safe keeping of pictures, silver ware and jewelry. The directors of the institution are: Charles E. Hendrickson, William D. Howland, Abbott P. Smith, Benjamin F. Brownell, Savory C. Hathaway, Lot B. Bates, Stephen A. Brownell, Standish Bourne, Frederic Taber, John W. Macomber, Lemuel Le Baron Holmes, George C. Hatch, Charles A. Gray, Charles C. Paisler. Charles E. Hendrickson was the first president and held that office until 1891, when he was succeeded by John W. Macomber. The present officers of the bank are: President, John W. Macomber; vice-presidents, Rufus A. Soule, Abbott P. Smith; cashier, Edmund W. Bourne; secretary, Edward T. Tucker; executive committee, William D. Howland, John W. Macomber, Lemuel Le Baron Holmes, Standish Bourne, Lot B. Bates, Frederick Taber.

The New Bedford Institution for Savings was one of the earliest savings banks of the State, the first one being the Provident Institution for Savings, which was organized in Boston in 1816. The next one was the Salem Savings Bank, incorporated in 1818, the New Bedford institution coming into existence August 15, 1825. Among other savings banks organized about the same time were the Springfield Institution for Savings, in 1827, and the Worcester Institution in 1828. The savings bank which is the subject of this sketch was incorporated by the following gentlemen:

William Rotch, jr., Gilbert Russell, Cornelius Grinnell, Andrew Robeson, Hayden Coggeshall, Benjamin Rodman, John Avery Parker, Eli Haskell, Richard Williams, George Howland, Joseph Bourne, Abraham Shearman, jr., William W. Swain, Thomas Rotch, Thomas A. Greene, Charles W. Morgan, Samuel Rodman, jr., John B. Smith, William C. Nye, Thomas S. Swain, William H. Allen, Lemuel Williams, jr., John Howland, jr., Charles H. Warren, William P. Grinnell, Joseph Ricketson, Charles Grinnell, Nathan Bates, John Coggeshall, jr., James Howland 2d, and Gideon Howland.

The first officers were as follows:

President, William Rotch, jr.; treasurer, Abraham Shearman, jr.; secretary, John B. Smith; trustees, William Rotch, jr., Gilbert Russell, Cornelius Grinnell, Hayden

Coggeshall, John A. Parker, Eli Haskell, Joseph Bourne, Abraham Shearman, jr., Thomas Rotch, Thomas A. Green, Charles W. Morgan, Samuel Rodman, jr., William C. Nye, Thomas S. Swain, John Howland, jr., William P. Grinnell, Nathaniel Bates, John Coggeshall, jr., and Gideon Howland.

Following is a list of officers from 1825 until the present time:

Presidents, William Rotch, jr., Abraham Barker, Thomas Mandell, Pardon Tillinghast, William C. Taber, and William Watkins.

Secretaries—John B. Smith, Abraham Shearman, jr., Thomas A. Green, Joseph Ricketson, George Howland, jr., James B. Congdon, Charles R. Tucker, William C. Taber, Edmund Taber, Henry T. Wood, and William G. Wood.

Treasurers—Abraham Shearman, jr., William C. Taber, George W. Baker, William C. Taber (treasurer *pro tem.*), Reuben Nye, William C. Coffin, and Charles H. Pierce.

The present officers are as follows:

President, William Watkins; vice-presidents, William J. Rotch, Edward D. Mandell; treasurer, Charles H. Pierce; clerk, William G. Wood; auditors, Benjamin Irish, Robert B. Gifford; auditor of depositor's accounts, Benjamin Irish; trustees, John R. Thornton, George A. Bourne, William J. Rotch, William Watkins, Edward D. Mandell, Gilbert Allen, Andrew G. Pierce, Charles H. Gifford, Asa C. Pierce, William G. Wood, William C. Taber, jr., Abram T. Eddy, Horatio Hathaway, Edward S. Taber, Thomas M. Hart, Charles W. Clifford, Francis Hathaway, William A. Robinson, Charles W. Plummer, Isaac B. Tompkins, jr., George D. Watkins, William D. Howland, Jonathan Handy, Morgan Rotch, Lemuel T. Terry, Edmund Wood, Charles P. Rugg, Gideon Allen, jr. Edward T. Pierce, Henry H. Crapo, Charles M. Taber, Gardner T. Sanford, Charles H. Lawton.

The first deposit, fifty dollars, was made by Rhoda E. Wood, of Fairhaven, August 15, 1825. A report of the institution issued December 28, 1825, shows that $13,051 had been deposited since its organization, and that during that time no deposits had been withdrawn. During the first two weeks of its existence $950 had been deposited by eleven persons. The annual report of the institution for the year 1829 shows that the deposits for that year were $48,392.68 and the dividends credited during the same period $4,765.35. The total amount of deposits on hand January 7, 1830, was $134,195.61. At that time there were 748 depositors. In the year 1830 there were deposited $77,795.66 and the dividends credited were $6,313.84. Total amount of funds deposited and earned on hand January 11, 1831, was $199,699.51, and the number of deposits 973.

The amount of deposits October 5, 1891, was $11,459,133.97; guaranty fund, $523,000; undivided earnings, $80,880.31. The number of

accounts was 21,743. The total amount of regular dividends paid by the institution to date is $12,800,879.31, which exceeds the present total amount of deposits. The institution has never missed a semi-annual dividend. The present commodious building on the corner of William and North Second streets has been occupied since 1854, prior to which time the institution was located in the rear of the Merchants' Bank building, with entrance on Hamilton street.

The New Bedford Five Cent Savings Bank is located on the west side of Purchase street, at the corner of Mechanic's lane, but has in course of erection a magnificent building on the same street, between William and Union, which will soon be occupied. The bank was incorporated April 14, 1855, by the following men: Thomas B. White, William H. Taylor, Lemuel Kollock, Ivory H. Bartlett, Alexander H. Seabury, Charles Almy, Henry H. Crapo, George Howland, jr., and Asa R. Nye. Of these George Howland, jr., is the only survivor. The first officers were as follows:

President, George Howland, jr.; vice-presidents, Henry H. Crapo, Alexander H. Seabury; treasurer, John P. Barker; secretary, Charles Almy; trustees, George Howland, jr., Henry H. Crapo, Alexander H. Seabury, John P. Barker, Charles Almy, Thomas B. White, Ivory H. Bartlett, Nehemiah Leonard, Andrew Robeson, Edward W. Howland, Moses Howe, Joshua Richmond, George F. Barker, Dennis Wood, Charles Hitch, James Durfee, Lemuel Kollock, Asa R. Nye, Edward D. Mandell, William P. Howland, Alden G. Ellis, J. Arthur Beauvais, Moses G. Thomas, Samuel Ivers, Simpson Hart, Abner J. Phipps, William H. Taylor, James Taylor, William L. Rodman, Horatio Leonard, and John Wood.

The following have served as officers of the organization to the present time:

President, George Howland, jr.; secretaries, Charles Almy, James Taylor; vice-presidents, Alexander H. Seabury, Dennis Wood, Frederick S. Allen, Lemuel Kollock, and Walter Clifford; treasurers, John P. Barker, from May, 1855, to October, 1855; James C. Ricketson, from October, 1855, to April 6, 1861; Barton Ricketson, jr., from April, 1861, to May, 1889; William H. Pitman, June 10, 1889, to the present time.

The present officers are: President, George Howland, jr.; vice-presidents, Frederick S. Allen, Walter Clifford; treasurer, William H. Pitman; clerk, James Taylor; trustees, George Howland, jr., Frederick S. Allen, Walter Clifford, James Taylor, Samuel Ivers, Thomas Wilcox, William G. Taber, E. Williams Hervey, James P. Macomber, Warren Ladd, Edwin Dews, Loum Snow, Frederick S. Gifford, J. Augustus

Brownell, Thomas H. Knowles, Otis N. Pierce, Benjamin T. Cummings, John F. Swift, Henry C. Denison, Samuel H. Cook, George N. Alden, George F. Kingman, Horace Wood, Oliver F. Brown, William J. Kilburn, William R. Wing, Edward B. Whiting, Samuel C. Hart, William Baylies, Frederick S. Potter, Parkman M. Lund, Frederick H. Hooper, George H. H. Allen, J. Arthur Beauvais, Gilbert D. Kingman, Oliver P. Brightman, Cyrenius W. Haskins, James Delano, George B. Richmond.

The first deposit, $25, was made by Horace W. Barker, May 26, 1855. At the present time the deposits have reached $4,641,064.78; guaranty fund, $150,985.51; undivided earnings, $97,024.20.

The New Bedford Co-operative Bank, or Loan Association, was organized July 3, 1881, chartered three days later, and began business August 19. On the first night $374 was paid in. The membership has increased from forty or fifty to seven hundred and four and the present amount of real estate loans is $235,747.73; the amount of share loans $18,965.00. The earnings for the past six months have averaged six per cent. The authorized capital of the institution is $1,000,000. The present officers are: President, Geo. R. Stetson; vice-president, Benj. F. Brownell; secretary, Charles R. Price; treasurer, Gideon B. Wright; directors, Benjamin Anthony, Oliver P. Brightman, Jasper W. Braley, Jethro C. Brock, John L. Gibbs, Henry Howard, Samuel S. Paine, Rufus A. Soule, John A. Bates, Charles S. Paisler, David W. Holmes, Andrew R. Palmer, Stephen A. Brownell, Samuel Jones; auditors, Isaac B. Tompkins, jr., Frederic Taber, Daniel W. Cory; attorney, Hosea M. Knowlton.

The Acushnet Co-operative Bank was organized November 12, 1889, chartered November 15, and commenced business the following day. The bank is located with the New Bedford Co operative Bank in the Winslow building on Union street. It was organized at a time when the rates for money were very high, and the great increase in the membership of the New Bedford Co-operative Bank made it appear advisable to the officers of that institution to organize another bank. The first series of shares was issued in November, 1889, consisting of 1,087 shares issued to 160 members in the first six months. The bank had at that time six real estate and no share loans. The total issue of

shares is now 1,893, and the membership 263. There are twenty-four real estate loans amounting to $33,050.00, and nineteen share loans, amounting to $2,295.00. The authorized capital is $1,000,000. The officers of the bank are: President, Rufus A. Soule; vice-president, Charles S. Paisler; secretary, Charles R. Price; treasurer, Gideon B. Wright; directors, Benjamin Anthony, O. P. Brightman, J. C. Brock, J. A. Bates, Lot B. Bates, J. W. Braley, B. F. Brownell, John Eldridge, jr., David W. Holmes, William A. Kirby, George R. Stetson, Frederick Taber, Charles M. Taber, Edmund W. Bourne; attorney, William M. Butler; auditors, Daniel W. Cory, Albion T. Brownell, Benjamin H. Anthony.

The private banking house of Sanford & Kelley is located at 47 North Water street. The partners are Gardner T. Sanford and Charles S. Kelley. They do an investment business, are members of the Boston Stock Exchange, and are stock auctioneers. They have a private telegraph wire connecting their office with that of their correspondents in Boston, by which they have telegraphic connection with New York, Philadelphia, Chicago, and Providence. They were the first in this city to lease a private wire. The business was established in 1848 by the late Edward L. Baker. He sold out to Samuel P. Burt, his confidential clerk, in 1865. In 1875 Mr. Burt took as partners Mr. Sanford and Mr. Kelley, under the firm name of S. P. Burt & Co., Mr. Burt being located in Milwaukee, Wis. On the death of Mr. Burt, in the West in 1884, the surviving partners formed the present firm.

The Bristol County Mutual Fire Insurance Company was organized in Taunton, being chartered February 29, 1829, and was removed to this city September 14, 1839, Joseph S. Tillinghast then being appointed its secretary. At his death George N. Alden was chosen secretary. The amount insured up to 1891 was $3,564,346. The present officers are: President, James Taylor; secretary and treasurer, George N. Alden; directors, James Taylor, Oliver P. Brightman, George F. Kingman, Thomas H. Knowles, Isaac H. Coe, William R. Wing, Samuel C. Hart.

New Bedford Board of Trade.—This organization, numbering about 200 of the representative business men of the city, was organized March 5, 1884, with Frederick Swift as president. The board had for its ob-

Eng.d by F.G. Kernan, N.Y.

Hiram Stebbins

ject the industrial, financial, and architectural improvement of New Bedford, and has been so far successful that since its organization there have been invested in home manufacturing $4,000,000, and the population increased more than 6,000. It held industrial exhibitions during two successive years—1887, 1888—and another in 1890, which were well patronized and wielded a powerful influence upon the people in favor of home investments. The board includes among its officers and members men who have the best interests of New Bedford at heart, and who never neglect an opportunity to speak and act for its welfare and advancement. Frederick Swift retained the position of president of the board from 1884 to 1886, when he was succeeded by Jireh Swift, jr., who held the office until 1888. Since that time Isaac B. Tompkins, jr., has been the president. The officers and directors for 1891 are: President, Isaac B. Tompkins, jr.; vice-presidents, Jireh Swift, William J. Rotch, Francis Hathaway, Samuel C. Hart, Charles S. Kelley, Frederick Swift; secretary and treasurer, George R. Phillips; assistant secretary, Augustus A. Wood; directors, William A. Robinson, George R. Stetson, George S. Homer, Walter Clifford, William D. Howland, Thomas B. Tripp, William G. Wood, William Baylies, Eben C. Milliken, William C. Taber, William R. Wing, James Delano, William N. Church, William Lewis, William Sanders, Lemuel Le B. Holmes, Charles S. Ashley, Stephen A. Brownell, Rufus A. Soule, George M. Eddy, Antone L. Sylvia, William H. Besse, A. G. Alley, jr. The rooms of the board are at 33 North Water street.

CHAPTER XXVI.

THE PRESS OF NEW BEDFORD.

An Early Field for Journalism — The First Publication in New Bedford — Extracts from Its Contents — The Second Newspaper — Other Early Journals — The Newspapers of the Present Day.

FEW cities in New England can boast of the publication of a weekly newspaper at as early a date as New Bedford. The people who composed a large share of our inhabitants in the latter part of the eighteenth century were highly intellectual as a class, and hence the field was a good one for the establishment of a newspaper. In the year 1792, when our republic had reached only the sixteenth year of its independence, appeared *The Medley, or New Bedford Marine Journal*, edited and printed by John Spooner, "at his office near Rotch's wharf." The first number appeared Tuesday, November 27, 1792, was a sixteen column folio, and was the first newspaper ever published in New Bedford. It was devoted to miscellany, marine news, political events, some foreign news and advertising. In his address to the public the editor says he "flatters himself, that so long as his exertions tend to scatter the rays of knowledge, of morality, and of refinement among the people, the public will afford him every reasonable encouragement, in proportion to the utility of his exertions." Advertisements were inserted, not exceeding twelve lines, three weeks for four shillings, each continuation nine pence. Among the advertisements in the first few issues we find that of William Rotch, jr., who "respectfully informs his customers and friends he has for sale, wholesale and retail, at his store in New Bedford, sail cloth of an excellent quality," coarse and fine sheeting, large and small looking-glasses, glass tumblers, twine and cordage, flour and shipbread, pork and salt, Philadelphia and Russia bar iron, paints of several kinds, sheathing paper, wrapping paper, etc.

The brig *Mary* is advertised to sail on or before the 20th of December for Havre de Grace, Cornelius Grinnell, master. "For freight or

passage apply to Seth Russell, or to the master on board." The sloop *Mayflower*, Gibbs West, master, is advertised to sail for New York and Chesapeake, on or about the 1st of December. "For freight or passage apply to Elisha West," etc.

Caleb Greene respectfully informs his friends and the public in general, "that he carries on and proposes to enlarge the bookbinding business in its several branches. He has for sale account books for shopkeepers, tradesmen, etc.; books for records and school books. Also black and red ink of the best quality."

John Spooner announces that he has just received from New London, and has for sale a long list of books, including Bibles, Testaments, spelling books, hymn books, poems, histories, books of adventure, any of which "will be given in exchange for clean cotton and linen rags, old sail cloth or junk." The printer also announces that he will receive of country customers any kind of produce, or wood, "if they prefer cash to it," in payment for newspapers, or of any farmer who wishes to become a customer.

The second issue, published Saturday, December 1, 1792, contained the speech of President Washington to both houses of Congress, delivered in the Senate chamber November 6 of that year.

The third number contained, among other things, the Congressional proceedings of the Second Congress of Confederated America, third session, Philadelphia.

Joseph Damon offers for sale, December 8, 1792, "a large well built vessel, just launched, 59½ feet keel, 22½ feet beam, 9 feet in lower hold, 4 feet between decks."

The first marriage notices found in the paper are those of Beriah Howland, of Westport, to Mrs. Lucy Brightman, of this town; at Nantucket, Charles Coffin to Mrs. Meriam Parker; Thomas Marshall to Miss Ruth Dow; Jonathan Waldo Colesworthy to Miss Polly Coffin; Capt. Joseph Clasby to Miss Hannah Chadwick.

For seven years this primitive sheet greeted the eyes of the inhabitants of this vicinity, and not one of those who searched its columns is living to-day, while many of their grandchildren have lived and passed from our view. The *Medley* was discontinued in September or October, 1799, Mr. Spooner having sold his interest in the paper and printing business to Abraham Shearman, jr.

The *Columbian Courier*, edited by Abraham Shearman, jr., which appeared first on December 8, 1798, was the second paper published in New Bedford. It was also a sixteen-column folio, devoted to "authentic intelligence, foreign and domestic, and to accomplish which the editor will avail himself of every arrangement which he can form for that purpose;" proceedings of Congress and the Legislature, and other acts of government "as may be generally interesting, mercantile and marine information and articles of a local nature, with others adapted to a newspaper." Advertisements were inserted at reasonable rates. The *Courier* continued to appear each week until March 1, 1805, when it was discontinued.

The *Old Colony Gazette* appeared in October, 1808. The name was altered to the *New Bedford Gazette* in 1811, and again to the *Bristol Gazette* in 1812, at which time its place of publication was removed to Fairhaven. The large proportion of Federalists on this side of the river had given the paper poor support, and the removal was made to gain the patronage of the many Democrats of Fairhaven. The publication ceased after the issue of July 10, 1813. Billings & Tucker had charge of it until 1810, and were succeeded by Joseph Gleason, jr., who, having received an appointment in the army, disposed of the paper to Paul Taber February 5, 1813.

The *New Bedford Courier*, edited by Benjamin T. Congdon, made its first appearance June 12, 1827. Beginning with the seventh volume, June 5, 1833, the words *Weekly Lyceum* were added to the title, and an engraving, representing the Lyceum building, was placed at the head. In the ensuing year the *Workingmen's Press*, a paper which first appeared in May, 1832, was united with the *Courier*. The first number of the consolidated sheets was issued February 26, 1834, under the charge of Harris & Burroughs, to whom Mr. Congdon had transferred his interest in the paper; but owing to some disagreement, after the publication of the second or third number the paper again passed into his hands and was continued by him under the same title, *New Bedford Weekly Courier and Workingmen's Press*, until July 2, 1834, when he disposed of it to Jeremiah G. Harris and Charles W. Rexford, who changed the title to *The New Bedford Gazette and Weekly Courier*, and published it in connection with the *Daily Gazette* until November

3 of the same year, when the partnership was dissolved by the withdrawal of Mr. Rexford. The paper was then continued under the editorship of Mr. Harris until 1838, but it was printed and published after January 1, 1837, by J. Allyne & Co. The name seems to have been again changed in 1838 to the *New Bedford Weekly Advertiser*, but neither this paper nor the *Daily Gazette* was published in 1839. The *New Bedford Daily Gazette*, established in 1833, was edited by Charles W. Rexford and J. G. Harris, as above noted.

The Register, a daily and weekly paper, edited and published by William Canfield, first appeared in 1839. It was continued as the *Morning Register*, and *New Bedford Register*, by Canfield & Andros, in 1841. It also appeared as the *Evening Register*, and *New Bedford Register*, under William Young, in 1845.

The Daily Evening Bulletin, and *The Semi-Weekly Bulletin* commenced in 1842, edited by William Eddy in 1843, by Charles T. Congdon in 1844, by Henry Tilden in 1845–6. During the year 1846 the evening paper was published tri-weekly, and the name of the weekly changed to *The Weekly Bulletin and Advocate.*

The Whaleman's Shipping List and Merchant's Transcript was edited by Henry Lindsey from its commencement, March 17, 1843, to 1853, in which year Mr. Lindsey died. The paper then passed into the hands of Benjamin Lindsey, and was conducted by him until 1875, when it was purchased by E. P. Raymond, who has managed it since 1861. Mr. Raymond still conducts the paper and in its peculiar character it has no competitor in the world. Its subscribers are found in every land and every clime where civilization is known.

The Seaman's Reporter and Family Visitor, afterwards the *New Bedford Reporter and Whaleman's Visitor*, edited by Joseph H. Smith, appeared in July, 1844. In 1848 it was issued in an enlarged form and was still edited by Mr. Smith. He was succeeded in 1849 by Charles H. Kingsford. In connection with the weekly, Mr. Smith also published from July 2, 1847, a semi-weekly, called the *New Bedford Reporter and Semi-Weekly Democrat.* Mr. Kingsford subsequently issued an octavo sheet, containing advertisements almost exclusively, and circulated it gratuitously.

The New Bedford Times, a weekly paper, was edited and published by John Fraser, from 1857 to 1861.

The New Bedford Signal, a twenty-column sheet, edited and published by George Robertson, began its career December 14, 1878. It was subsequently enlarged to a twenty-four column paper, and was independent in its political and religious views, being "bound by no sect, ruled by no party." It was, however, published but a short time.

The Old Colonist, published quarterly at the office of Charles W. Knight, 88 Purchase street, first appeared in July, 1884. H. J. Stone was the news editor and business manager. The paper was devoted largely to church matters, its supporters being members, according to an article contained in its columns, of the Old Colony Conference of Congregational Churches. No place was given to political controversy, but the paper contained a display of well-chosen advertising matter, poetry, and personal sketches. Rev. Albert Hayford Heath assumed editorship in October, 1884, and Mr. Stone continued as business manager. The paper was then published monthly and enlarged from eight to ten pages. During the last year of its existence it was not published regularly and the last number appeared in December, 1886, at 45 William street, Mr. Stone having previously withdrawn from the enterprise.

New Bedford has been prolific, indeed, in its production of newspapers, many of which, although of comparatively short life, were of a high standing, morally and intellectually. The following were published at irregular intervals and by various editors. Some of them advocating political causes, ceased to be of value when their ends were served or their constituents defeated, while others from lack of patronage by the public, or indisposition on the part of the proprietors, were discontinued within a few months of their first appearance:

The Christian Philanthropist, edited by Daniel K. Whitaker, first appeared May 14, 1822. It was issued every Tuesday, and printed by B. Lindsey. It was devoted to the discussion of religious topics, comments upon philanthropy, and contained a summary of the United States Congress, some foreign intelligence, marriages, deaths and ship news. It was discontinued with the fiftieth number, May 13, 1823, when the editor announced through its columns that the paper would thereafter be "incorporated with the *Christian Register*, a weekly periodical published at Boston."

The New England Gazette, published in 1823 by Joseph C. Melcher and a Mr. Rogers, under the firm name of Melcher & Rogers. On January 23, 1826, under the proprietorship of Benjamin T. Congdon, the paper was united with the *Weekly Mercury*, and its publication as the *New England Gazette* was discontinued.

The Bristol Reporter, which was first issued January 3, 1826, was published by Bigelow & Clark, second door south of Commercial Bank on Water street, and came out every Tuesday. Only a few numbers are known to be in existence.

The New Bedford Advertiser was published by Lindsey & Co. at the *Mercury* office. It was begun January 3, 1826, and lived less than a year.

The Censor.

The Record of the Times, a weekly published in 1830, by Stephen S. Smith, was printed on Water street, a few doors south of what is now Union street.

The Morning Halcyon, Frederick S. Hill, editor, first appeared October 18, 1843, and was published under the firm name of Shaw, Still, Ellis & Co., at No. 4 Third street, corner of Union. It was a daily paper and lived but a short time.

The Mayflower, printed at the *Advocate* office for the managers of the temperance fair, held at the City Hall, May, 1844.

The Advocate, commenced in January, 1844, published by Henry Tilden.

The Independent Press, first appeared November 1, 1848, and was issued only a short time. It advocated Hon. A. H. Howland for Congress, and was discontinued after the election. It was a sixteen-column, small folio.

The Harpoon, edited by William Miller.

The Weekly Echo, first appeared in March or April, 1849, edited by Moses Brown, and printed by P. B. Sherman and I. F. Jones, at No. 20 North Water street.

The Path-Finder, an anti slavery sheet, began April 9, 1854. It was published weekly, "by an association of men and women, if sufficient means are supplied." John Bailey was the manager and publishing agent at No. 23 Purchase street. On October 18, 1854, there appeared

under the same editorship *The People's Press*, which lived only a few months. Mr. Bailey afterwards removed to Lynn, Mass., where he died at an advanced age.

The Whaleman, published weekly from January 4, 1854, to August 18, of the same year. It was edited by William S. Anderson.

The Express, Chaney & Co., daily and weekly, February 25 to Nouember 3, 1856

The Herald.

The Union, 1857, by Henry Tilden.

The Citizen, one number, March 3, 1860.

The City Hall Advertiser, February, 1860. Several numbers were afterwards issued as *The City Hall Hour Glass*, March 3, 1860.

The Waste Basket, a semi-weekly school journal, was established by William M. Emery and George A. Hough, and was published from September, 1884, until June, 1885. Numbers one to nine were edited by George A. Hough, with William M. Emery as business manager; numbers ten to twenty, and supplement to number twenty, were edited by William M. Emery.

New Bedford and Its Industries was an official paper printed and published at the second annual exposition of the New Bedford Board of Trade, which was held October 1 to 27, 1888. The paper was illustrated and there were nine numbers issued.

Having noticed the early newspapers, most of which no longer exist, it remains for us to review New Bedford's representative journals of to-day, in the order in which they were established.

The New Bedford Mercury, a weekly newspaper, and the third one published in the place, was established August 7, 1807, by Benjamin Lindsey, a compositor and foreman, who came from the printing office of the *Palladium* in Boston. It was a sixteen-column folio, printed by the editor "in Water street," and the subscription price was $2 per annum. In his address to the public, the editor says: "It is our wish and intention to publish a useful, and as far as our resources will permit, an entertaining journal, embracing all those objects which properly fall within its scope." In politics the paper adhered to the Republican principles of Washington's Farewell Address, "being convinced that all Americans are alike interested in their support" The *Mercury* was a

very interesting sheet, considering the disadvantages experienced in those days in securing any intelligence of a foreign nature. The first number contained a proclamation by Thomas Jefferson, and several local advertisements, among which were those of Abraham Shearman, jr., Peter Barney & Sons, John Alexander, William James, Howland & Grinnell, Congdon & Taber, and Josiah Wood.

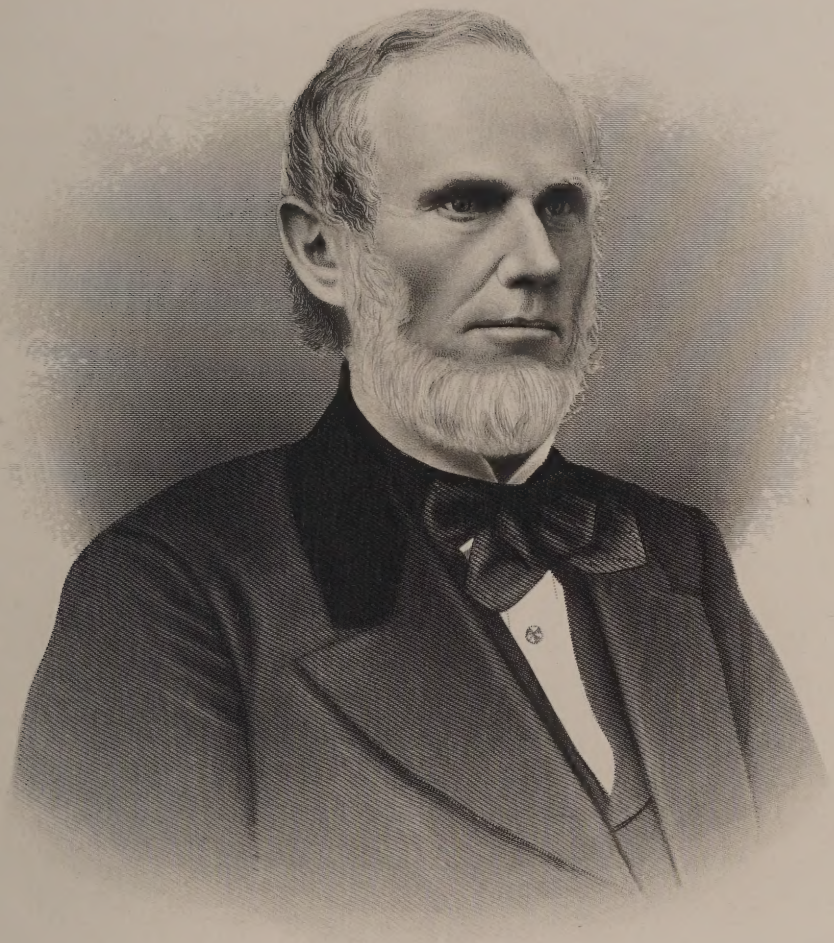
Mr. Lindsey conducted the *Mercury* alone until 1826, when he associated with him his son, Benjamin Lindsey, jr. For five years father and son conducted the paper together and it grew in importance and value, was edited with ability, and enjoyed a wide circulation. In 1831 they started the *Daily Mercury* (the first daily paper published in New Bedford), and the senior member retiring soon after, the entire management devolved upon the son. His ability to successfully assume the whole responsibility is amply shown by a glance at the files of the bright and enterprising sheet issued under his management. On Monday morning, October 3, 1842, the *Daily Mercury* appeared in an enlarged form, the columns being lengthened to meet the steadily increasing demand for advertising space and give the readers a more generous supply of editorial and miscellaneous matter. Thirty-five years had elapsed since the initial issue of the *Mercury* as a weekly paper, and speaking in its own behalf, at that time, it happily says: "During the whole of that long period—in times of adversity and prosperity, in sunshine and in storm—it has enjoyed the confidence and support of the community, in a degree flattering and substantial. It has grown with the growth of New Bedford, and strengthened with her strength. It has outlived many of its best and earliest patrons, and has chronicled the marriages of nearly two generations."

Mr. Lindsey was appointed United States consul at St. Catharines, Brazil, in 1861, and finding it impractical to continue the duties of editor longer, he disposed of the newspaper establishment to C. B. H. Fessenden and William G. Baker, who took charge of the paper on the very eve of the late civil war, July 15, 1861. The new proprietors had a limited amount of capital and were deficient in knowledge of the details of the newspaper business, but were persevering, industrious, and were animated by ambition that could not be restrained. The character of the *Mercury* did not suffer under their supervision. It was among

the earliest to advocate through its columns the arming of the enslaved negroes, and one of its many editorials on this subject had this caption: "We must fight them or free them." It at all times heartily supported the Republican administration in the prosecution of the war and throughout the long dark days of the Rebellion it assumed a cheery and hopeful tone. It also advocated with much urgency the introduction of pure water into New Bedford, and the supplementing of the loss to the city from the inevitable decline of the whale fishery by the increase of manufactures.

The *Mercury* passed into the hands of Messrs. Stephen W. Booth, Warren E. Chase and William L. Sayer, on May 1, 1876. These gentlemen are thoroughly qualified to conduct a modern newspaper, and under the style of *The Mercury Publishing Company*, still continue it. Mr. Booth had for years been in the employ of Fessenden & Baker as clerk and then as business manager. Mr. Chase had unlimited experience and skill as a practical printer, and Mr. Sayer had graduated with honor from the *Mercury* office as a reporter. Mr. Sayer, its editor, has essayed to keep the paper independent in politics, approving or condemning measures irrespective of party, and always maintaining a moral tone and character beyond reproach.

The *Evening Standard*, and the *Republican Standard*, weekly, were founded by Edmund Anthony a native of Somerset. He learned the newspaper business in Taunton and established several newspapers there, publishing for many years the *Bristol County Democrat* and also establishing the *Daily Gazette*. In 1865 he founded the *Springfield Union*. The *Standard* was first issued in February, 1850, and from that time to this it has been one of the representative news organs of the city and stands among the leading newspapers of Southern Massachusetts. In politics it has always been unflinchingly Republican and its editorial columns have endorsed and advanced the great reforms of the times in touch with morality and progress. The *Standard* began as a four-page sheet, of twenty columns and has grown to a large eight-page paper, publishing every Saturday an extra four-page supplement to accommodate the increasing amount of matter. From a limited circulation at first, it has grown to an issue of over 7,000 copies per day. The paper has been printed on a variety of presses, the first being a



Engd by J.L. Phillips, NY.

Edmund Anthony

small hand press. In 1889 a web perfecting press, manufactured by C. Potter, jr, & Co, with a capacity of 12,000 copies per hour, printing from stereotype plates, was put in to supply the growing demands for the *Standard*. This press has worked with wonderful success. Extensive improvements of great advantage have recently been made on the *Standard* building and its facilities for collecting and printing news matter are of the best. It originally occupied a part of the building on the corner of North Water and Union streets, now used by Charles Taber & Company. Since its removal to its present location, additions have been made until now its floor space covers an area of 96,750 square feet. Upon the death of Edmund Anthony, his sons, Edmund, jr., and Benjamin, succeeded him in business, and have since been at the head of the establishment. The firm was incorporated January 1, 1891, under the name of E. Anthony & Sons, and is comprised of the following: President and managing editor, Edmund Anthony, jr., treasurer, Benjamin Anthony; clerk, Benjamin H. Anthony; cashier and manager advertising department, George S. Fox; foreman job department, Charles E. Pierce. George A. Hough is the city editor and Henry Willey, editorial writer.

The New Bedford *Evening Journal*, published daily except Sundays, was first issued October 11, 1890. The company was incorporated with the following officers: President, Robert F Raymond; clerk, Charles W. Knight; treasurer, Eben C. Milliken; directors, Robert F. Raymond, Eben C. Milliken, Charles W. Knight, Isaac W. Benjamin, William H. Pitman, Henry S. Hutchinson and W. P. Tobey. The present officers are: President, H. S. Hutchinson; treasurer, Eben C. Milliken; clerk, Charles W. Knight; directors, H. S. Hutchinson, Henry G. Walters, John W. Macomber, and Alexander MacColl. The editorial staff consists of Alexander MacColl, editor; Horace B. Allen, city editor; J. B. Rockefeller, foreman composing-room. The *Journal* has secured a wide circulation and has remained independent in politics.

CHAPTER XXVII.

RELIGIOUS INSTITUTIONS.

The First Congregational Church of New Bedford — The North Congregational Church — Trinitarian Church — County Street M. E. Church — Fourth Street M. E. Church — The Pleasant Street M. E. Church — The Allen Street M. E. Church — First Primitive M. E. Church — Portuguese M. E. Church — Second Baptist Church — The Salem Baptist Church — The Bethel African M. E. Church — African M. E. Zion Church — The Society of Friends — Grace Episcopal Church — St. James Episcopal Church — North Christian Church — Spruce Street Christian Church — Christian Scientists — Church of the Sacred Heart — St. Hyacinthe Parish — Latter-Day Saints — St. John Baptist Church (Portuguese) — Ladies' City Mission and Early Tract and Missionary Societies — Seaman's Bethel and Port Society — First Presbyterian Church — Rockdale Free Chapel — Cannonville Chapel — Extinct Churches — Charitable and Benevolent Organizations.

THE *First Congregational Society in New Bedford.*[1]—"It was in 1795 that the first action was taken by which this society, in time, came to have an individual and corporate existence of its own. But before that corporate existence came, it had a specially organized joint existence with the ancient parish of the old township of Dartmouth, which had its meeting-house at the head of the Acushnet river. This society was a direct offshoot from that old parish by ecclesiastical procedure. Moreover, by a special provision, it continued to hold certain rights in the mother society even after attaining a corporate life by itself; and now, of the several Congregational societies within the limits of New Bedford and Fairhaven, this one is bound back to the common parentage by more direct ties of ecclesiastical and legal continuity than any other.

"The early and long-continued struggles between the several religious sects, Presbyterians, Baptists, Episcopalians and Quakers, in the colonies have been quite fully treated in the opening chapters of this work, and therefore need not be further discussed here. It was not until 1708, sixteen years after the Plymouth and Massachusetts Bay colonies were consolidated under a new charter, that the persistent efforts of the Gen-

[1] Condensed from the historical discourses of Rev. William J. Potter, delivered in New Bedford in May and June, 1888.

eral Court to have in Dartmouth a minister after its own heart were crowned with success. In that year Samuel Hunt came to town and began his labors for establishing a church of the Congregational order. He was an educated man, a graduate of Harvard College. He was regularly appointed June 8, 1708, by an order of the General Court. He lived and labored here twenty-one years, and then died at his post in middle life, on the 25th of January, 1720, (N. S. 1730). But there had been Congregational preaching here before that time. James Gardner, a minister from Scotland, was living and working here in the earlier years of the century. The town records say that on the 15th of February, 1703, 'the town did vote that Mr. James Gardner should not be the minister of the town.' But this rebuff did not prevent the continuance of his labors. It was not, however, until Mr. Hunt came that Congregationalism began to have in Dartmouth a 'local habitation and a name.' There is evidence in the manuscripts preserved in Yale College, that the church was not organized until 1716; but this, doubtless, means the church as a body of communicants. There were undoubtedly preaching services from the time of Mr. Hunt's arrival, which were probably held at first in private houses. But a meeting-house was soon built, as is shown by a vote of the General Court on June 15, 1709, that 'fifteen pounds be allowed and paid out of the public treasury to Seth Pope, esq., towards the finishing of the meeting-house lately erected in the town of Dartmouth.' That meeting-house stood on the old burying-ground at the head of Acushnet River. The grave-yard was in use at least as early as 1711—the date of the earliest marked stone.

"A petition of Mr. Hunt to the General Court one and three-quarters years after his arrival in the town, shows that there were sixteen families dependent on his ministry, and that they had engaged themselves to pay him thirty pounds a year, and also to give him eighty acres of land and help him build a house upon it, 'as a farther encouragement to stay among them.' From 1708, therefore, the orthodox *theory* of the town as a parish was considered to have taken effect. Dartmouth, with 140 square miles, had a meeting-house at one side of it, and one minister for the whole, and approved by the General Court. It is certain, however, that the town as a whole never built the meeting-house nor had any

control over it. Mr. Hunt told the governor's council the next winter that *his auditors* had agreed to build a meeting-house. John Jenne's deed of the land says that the house had been built 'by the people of God called Presbyterians.' In reality the church was not of the Presbyterian order. It was Congregationalist, of the colonial era. But while the orthodox polity of one established church co-extensive with the limits of the town, and having a lien upon all the town's inhabitants, had now been nominally introduced into Dartmouth, the town parish was so shaped and curtailed in its action by its peculiar surroundings, that from the outset it exhibited strong tendencies to differentiation from the authorized standard. By the provincial charter of 1692 the religious test in voting had been swept away (except as to Papists). Quakers as well as Baptists now had the franchise in Dartmouth, if they held certain estate, and the two classes together could largely out-vote the Congregationalists in town meeting. And both Baptists and Quakers were conscientiously opposed to the imposition of a general tax upon the town for religious purposes.

"Mr. Hunt began early to recognize this peculiar condition of things in the field of his ministry, and was evidently moved by it to a spirit and methods of toleration. In the succeeding strife between the town and the provincial authorities relative to taxation for the church and the ministry, and in the difficulties surrounding the collection of his salary, he acted as an honorable pacificator. Regarding his salary, he went before the governor and council at Boston and said, among other things, that he was 'altogether unwilling any distress be made upon the said town of Dartmouth for any part of the said sum' for his maintenance. Here, then, was a proposal by a Congregationalist minister himself, at the outset of his ministry, to trust to the voluntary principle of supporting religious institutions in Dartmouth. It was utterly contrary to the theory which the provincial authorities held and were trying to enforce. The long struggle that followed between the court and the town upon this point need not be followed here. It must suffice to state that in the end the town was victorious, and in 1729 the General Court passed the important law exempting Baptists and Quakers from taxation for the support of the town churches.

"Mr. Hunt died in 1730, and on the 19th of June of that year a committee was appointed to present to the town in due Congregational

order the name of Rev. Richard Pierce as minister. The officers of the town were as dexterous as ever in resisting the authority of the ecclesiastical powers, and after considerable agitation of the matter, Mr. Pierce's name was not put to vote; but on the same day, 'Philip Taber and Nicholas Davis were chosen and approbated by the said town for the said town's ministers to dispense the word and promote the gospel of Christ.' This indicates the persistence of the town in opposition to Congregationalism, and in having its own way in the choice of ministers. Nicholas Davis was a Quaker, and Philip Taber was a Baptist. However, Mr. Pierce stayed with the parish as its pastor for sixteen years, and finally had a contest with the church for his salary, showing that he had probably entered into an understanding with the attendants of the so called town-church, by which they became responsible for his pay. Mr. Pierce died in 1849. During his ministry a new meeting-house had been built on the lot of land deeded by John Jenne to 'the people of God called Presbyterians.' It was dedicated January 5, 1744, and stood nearly a century. Another important event during Mr. Pierce's administration was the act of the General Court in 1747, by which all this part of Dartmouth around the Acushnet River was set off from the town as a separate precinct, and was called the second precinct, the remainder of the town being left by right as the first precinct. The petitioners for this division — the Congregationalists — acknowledged in their petition that the methods of the past had failed, as far as related to taxation, business, etc. When a separate precinct was set up in a town, the act meant that *all* parochial affairs were thenceforth to be removed from the town's business, not only those of the precinct established by law, but those also of the older parish, if there was one. A precinct still had power to tax for religious purposes all inhabitants in its territory (except those exempted by statute) and power to levy on the estates of persons who did not pay such tax, but it did not do its business any longer in town meetings or through the town officers. The special act in this case went further in the matter of freedom from taxation and exempted not only the Quakers and Anabaptists, 'but all such that shall hereafter commonly attend the Quaker and Anabaptist meetings.' Now that the township of Dartmouth had ceased to be even theoretically a parish, it is proper

to state here that the evidence is almost absolutely conclusive that it had never at any time been a town parish in reality; that the town, *as a town*, never once levied nor paid a tax to support a preacher or to build a house of worship, nor elected a preacher who would receive any part of his support from the public treasury.

"The next pastor was Israel Cheever, who was settled in 1751, and was dismissed in 1759. He was a native of Concord, Mass., and a graduate of Harvard College.

"Mr. Cheever was succeeded by the famous Dr. Samuel West, incidents in whose remarkable career have been treated in earlier pages of this work. Like all of his predecessors in the old pulpit, he was a graduate of Harvard College. He was born in Barnstable in 1730, and graduated in 1754. He came to Dartmouth in June, 1760, and was invited to settle by both the church and the precinct on the 25th of September, 1760. His ordination did not take place until July 3, 1761. Dr. West was a man of powerful intellect, possessed of deep knowledge of the Bible, was well versed in history and politics, and an ardent pursuer of truth in all fields. He was strong in controversy and did not hesitate to measure his powers with the ablest men of his time. He was an ardent patriot, one of the earliest believers in the necessity of the Revolution, and his influence was a great help to the cause of freedom. In religious thought he was ahead of his time, and judged by his own time he was an Arminian, which was the transition passage to Unitarianism. It was a strong point with him to urge the people to take the Bible itself for creed rather than any creed which sectarians had extracted from it. For forty years he ministered to this church and it will readily be understood that his influence for good in the community was most powerful. Yet he sometimes suffered for want of the salary he had earned. One of his statements made in 1785 gives the amount due him as 541 pounds, 12 shillings and 11 pence. 'This account,' he says, 'I desire may be laid before the quarter sessions which sits in Taunton this week, that they may order the precinct officers to collect the money for me. My reasons for this request are: First, I owe money which I want to pay. Secondly, I want bread-corn for my family, and I can neither get money to purchase it nor the promise of it from those who owe me. Thirdly, I want clothing for myself and

family. These are important articles, for which, if they cannot be obtained, my family must suffer.' That was only one hundred years ago, and Samuel West was one of the greatest men of his time, yet this must not be attributed all to the thoughtlessness, much less to the intentional injustice of his parishioners. They were for the most part, especially at this time, just after the Revolution, in a condition of poverty. They were all poor together, with few exceptions. Dr. West knew this, and evidently waited as long as he could before presenting his account and asking for a legal collection. And it is evident, too, from the large amount that remained due at the end of his labors, that the legal measures had not brought anything like the full sum owed to him. It is probable they brought enough for his temporary relief, and that then he would not permit the last legal resort to be taken for his benefit.

"In 1787 the township of Dartmouth was divided and the town of New Bedford formed. The parish then had the same bounds with the territory of the new town. In consequence the defining numeral, 'Second,' was dropped off its name and it became 'The Precinct'— only now the precinct of New Bedford, instead of Dartmouth. Still, by its incorporation, as well as by the tendencies of the time, it retained the management of its affairs in its own hands. Another change of still more importance was impending. After the Revolution, the population having largely increased on both sides of the river near its mouth, the inhabitants who were accustomed to go to church at the Head-of-the-River, in the old church, began to be restless. They wanted a place of worship nearer home. This resulted, in 1790, in building a church in Fairhaven by certain Congregationalists who were members of the old parish, and Dr. West for about a year preached to both congregations; but this feeling of amity did not continue. The proprietors of the new house began to move for a separate precinct. When this proposition was presented to the old parish, of which the petitioners were still a part, it was voted 'that the precinct shall not be divided.' The petitioners then applied to the General Court for relief, and remonstrances were presented in opposition thereto, the chief argument against the proposed change being that the separation of so many of the congregation from the old parish would imperil its life. But the remonstrances did not avail, for in the same year, 1792, the

Fairhaven precinct received its charter and was to be known as the 'Second Precinct in New Bedford,' the old parish then becoming by legal construction 'The First Precinct.' By compromise, however, the division line was drawn a good deal farther south than was first proposed, and families south of the line, if they chose, might remain in the old parish, while three or four families on the Bedford side were to go with the new. The new parish was to pay thirty-seven pounds to the old precinct for the privilege of leaving the old homestead and setting out for itself. This separation left the old parish in a somewhat distressed condition, as had been anticipated, and in 1794 a parish meeting was called to consider a petition to the General Court for relief. Nothing was done in this direction; but the meeting voted that 'Dr. West hold his meetings in Bedford village the last Sabbath of each month through the year.' This action had important results, as we shall see.

"At the parish meeting next year, April 7, 1795, the record shows a wonderful revival of courage and activity. The parish voted to repair its meeting house; it divided itself into four collection districts and appointed a collector for each; it raised Brother West's salary again to £76. Steps had already been taken to build a new meeting-house in Bedford village. They were going to try, under better auspices, the experiment which had failed in Fairhaven. On the last day of the previous January 'about thirty persons,' most of them active members of the old parish, met and organized as 'the proprietors or subscribers for building a new meeting house in the village of Bedford.' A series of votes followed, covering the acceptance of one-quarter acre of land lying north of Joseph Russell's orchard and west of the County road, donated by Ephraim Kempton, sr.; the plan of a house 40 by 50 feet, two stories high (afterward enlarged); the sale of the seats at vendue, etc. At a meeting a little later the sale of the pews was actually made, although the house existed only on paper, and finally was not built on the lot first proposed. There were thirty-nine subscribers for building the new meeting-house, who were for the most part purchasers of the pews. On the 2d of May, 1795, the vote accepting the lot above mentioned was rescinded by a vote of twenty-nine to two. Then it was 'Voted, unanimously, that the proprietors will accept of a lot of land, offered by

Mr. William Rotch, of 100 feet east and west line and 67 north and south line, and establish it as the place whereon to build the house.' This lot was on the northwest corner of Purchase and William streets. The erection of the house was now pushed forward, and was probably far enough advanced to be occupied in the fall. Already, in July, the proprietors had voted to apply to the precinct at its next meeting (that is, to the old parish, where they were still members and voters), asking that Dr. West officiate in the new meeting-house 'every second Sabbath throughout the year;' and in August the precinct voted that Dr. West should do so 'if agreeable to him.' The house was not finished for two years or more, and still later the pews were put in the gallery, but services appear to have been held there every alternate Sunday from the fall of 1795 as long as Dr. West was able to preach. Here, then, was a parish with two meeting-houses and one minister; with all general parish affairs managed in the parish meetings as before, which both parts of the precinct attended. In June, 1803, Dr. West retired from his pastoral duties on account of the infirmities of age, and soon afterward removed to Tiverton to reside with a son, where he died September 24, 1807, at the age of seventy-seven years. His body was brought back to the old burial ground and placed at rest among his kindred and people.

"After Dr. West's retirement there ensued a series of troubled years. There is record of only one meeting of the parish after Dr. West's removal to Tiverton. This was in 1805, when a vote was passed restricting the conditions for permitting the town to hold its meetings in the old church. During a quarter of a century the house was opened occasionally for religious services, and the Methodists, when they first started their church at Acushnet, occupied it for several years; and the town of Fairhaven, after it was set off in 1812, used it for its meetings for a number of years. The ancient church disappeared in 1837.

"The time now seemed to have arrived for the Bedford village end of the parish to act for itself as an independent organization. The village had greatly increased in the thirteen years since the house was built. The proprietors of the meeting-house had fulfilled all their obligations to Dr. West, and they naturally wanted a minister who could preach to them every Sunday. Accordingly, April 16, 1807, the old precinct

was called together to act upon another question of division, and the vote was unanimous to set off the southerly portion of the precinct on the Bedford side. This was probably the last act of the old precinct. The petition sent to the Legislature in consequence of this action resulted in an act which was signed by the governor February 29, 1808. By a certain clause in the act the Bedford Precinct retained its rights of property in the old meeting-house and burying-ground. These rights have not, as far as known, ever been canceled. By that act also this, the First Congregational Society, has its present existence. A subsequent act, in 1824, simply changed the name from the Bedford Precinct to the present name, but changed nothing else. These facts are of little importance from a property point of view, but they are interesting as bearing on the relation of this society to the old parish. The relationship is clearly much closer than that of simple parentage. This society retained certain rights in the old parish, and continued to that extent to be a part of it and identical with it. And since the old organization has lapsed and disappeared, while the organization of this society remains vital, it would appear that this society, not merely in the sense of ecclesiastical descent, but by property rights, is the sole living representative of the ancient parish. This fact makes the relation of this society to the ancient Acushnet parish very different from that of the Fairhaven society, which had no proviso for retaining proprietary rights. Rather did it make a payment of money to the old parish to secure an entire separation. This society, too, or the preliminary organization from which it grew, remained for thirteen years an organic and harmonious part of the first precinct after it had a meeting-house of its own—a fact indicating a mutual confidence and common interest between the two parts of the old parish, which may have led to that special feature in the charter for Bedford Precinct, by which the old and new precincts were still to hold certain rights in common as equal partners, or a joint ownership in property that they had previously held together.

"During the early years after Dr. West's retirement there was no settled minister at the church on Purchase street, though a number of ministers kept up preaching, each officiating several weeks or months at a time. But the old unanimity was gone; the bond of peace in which

the revered pastor held his flock was withdrawn. Already there had been some differences of opinion in the proprietors' meetings with regard to the admission of certain preachers to the pulpit. It was the beginning of the doctrinal cleavage which was soon to run through the society and through the Congregational churches of New England. Some of the young ministers, who preached as candidates or as supplies, showed strong Calvanistic proclivities. Others were of the mild Arminianism of Dr. West. Others, still, were getting nearer to avowed Unitarianism as the years went on.

"The storm broke here in 1810. The precinct church which had been organized in 1807,—that is, the body of communicants—voted July 10, 1810, that they 'were dissatisfied with the present parish committee, and also with the candidate;' and that 'a committee be appointed to confer with the parish.' The committee reported that the conference with the parish offered no satisfaction, and thereupon the church (August 7, 1810) voted thus: 'That we meet for public worship at some public or private house on the Lord's day;' and thus the fatal step of separation was taken. It was the church members, or a majority of them, against the great majority of the society. There were only nineteen male members of the church and twelve of them voted that the church secede from the congregation, and five against, two not expressing themselves, or being absent. The question was, whether these twelve men should dictate the choice of a minister to the great body of the society, who made much the larger part of the congregation and paid a correspondingly large part of the expenses. The result of this division was the establishment of the North Congregational Church, from which afterwards sprang the Trinitarian and the Pacific Churches —the latter having been dissolved. So that of these several Congregational societies in this city, it may be said that they all had relation to the ancient parish through the Bedford Precinct, by whose charter this society still exists and has held an unbroken existence.

"With regard to the Congregational Society at Acushnet village, whatever grounds there may be for the claim that the *church* connected with it (that is, the body of communicants) was a resuscitation of the church formerly connected with the ancient parish, there is no basis for a claim, nor is claim made, that the *society* is a continuation of the old parish.

The Acushnet society was organized as if *de novo* in 1829. It made no claim to ownership in the old meeting-house, then standing unused, nor to the lot on which the house stood. In beginning its records, it made no reference to the old parish nor assumed its name, but appropriately called itself 'The Congregational Society at the Head of the River.' Seven years afterwards it changed its name to 'The First Congregational Society in New Bedford,'—the corporate name which the society described in this chapter had then borne by legislative enactment for twelve years. The Acushnet society is not incorporated; but the present identity of name leads not infrequently to inconvenience and confusion. As to the legal question involved, the decisions of the Massachusetts courts have uniformly been in the line with a judgment rendered in a special case before the Supreme Court, by Chief Justice Shaw, when he summed up for the full court thus: 'The identity of a church is determined by the identity of the incorporated religious society with which it is gathered, and such church, although a merely voluntary association, has perpetuity through its connection with a corporation, which has perpetual succession.'

"Since the division between the Unitarian and Trinitarian elements, the society has had no further separation or break in its activities. The communicants remaining with the congregation adopted a new confession of faith, much more liberal than that which the church had adopted under Calvanistic influences in 1807. In the period between 1812 and 1823 there were three short pastorates—those of David Bachellor, who had been a Methodist preacher, Ephraim Randall, and Jonathan Whittaker. Mr. Whittaker's stay was nearly seven years, from October, 1816, to May, 1823. His preaching was distinctive and pronounced Unitarianism. In the latter part of 1823, Orville Dewey, a man on an intellectual level with Dr. West, was called to the pastorate. He had been in orthodoxy; was a graduate of Williams College and of Andover Theological Seminary; but had become by personal conviction a Unitarian. The parish now awakened to renewed life. The meeting-house was enlarged by cutting it in two parts and building an addition in the middle; and stoves were put in, for it had not before been heated. Many of the older and prominent members had died, but in 1824 quite a large number of influential Quakers of the town joined the society—an im-

portant fact in the ecclesiastical annals of the community. This welcomed invasion of Quakerism into a society of Puritan stock not only marked the close of a past bitter conflict, but it helped largely to shape this society's after-character and history.

"The outward testimony to the prosperity of Dr. Dewey's ten years of ministry in the old church was the building of the stone church. In 1832 the records of the society state that a committee was appointed 'to report generally on the erection of a meeting house.' In 1833 a resolution appeared to the effect that whenever the subscribers to the building of a new meeting-house felt themselves warranted to purchase land and erect a new house, the society would hold its meetings therein. Nothing further regarding the project appears in the records until the building was finished in 1838. The actual work of erection began in 1836, after the lot had been purchased of William Rotch, jr. The work was vigorously prosecuted by the building committee, whose names follow: Stephen Merrihew (chairman), George T. Baker, William T. Russell, Charles W. Morgan, William H. Taylor, James Howland 2d, William H. Allen, Gideon Allen, William W. Swain, David R. Greene, and James B. Congdon. The house, like the old one, was not built by the society, but by individuals of the society, who then sold the pews to indemnify themselves, and deeded the property to the society for a nominal consideration. While this church was in process of construction the great preacher was stricken with illness, went abroad for a year without full recovery, and resigned in 1834. In the transition period after Dr. Dewey's ministry, while the new house was building, there was a brief pastorate of two years (1835 to 1837), by Joseph Angier, a man of fine talents. It should be stated also that during Mr. Dewey's absence in Europe, his place was supplied for six months by Ralph Waldo Emerson. Such a wonderful impression did that great man make on the congregation, that when Dr. Dewey resigned, the committee to whom was referred the question of a new pastor, was instructed 'to extend an invitation first to Rev. Ralph Waldo Emerson.'

"The new meeting-house was dedicated May 23, 1838, Dr. Dewey coming from New York to preach the sermon. The end of the story of the old house is briefly told. The 'proprietors and purchasers' and their successors had always retained its ownership, and after its aban-

donment and the fixing of the ownership of the various shares, the building was sold to a new organization, raised high enough to form a basement story, interiorly transformed, and called 'Liberty Hall.' There the anti-slavery doctrine, which always found ardent advocates in this community, was vigorously proclaimed. It was destroyed by fire in 1854.

"On the day succeeding the dedication of the new church, Ephraim Peabody was installed as pastor, and John H. Morison as associate. This association continued six years and was broken by Mr. Morison's withdrawal; and after fifteen months more, Dr. Peabody resigned to accept the pastorate of King's Chapel, Boston. After an interval of temporary supplies, there were eleven years of service by John Weiss, an incomparable preacher, a man of rare intellectual qualities. During one year of his ministry he had a regularly ordained colleague in Charles Lowe." * * * * * *

On December 28, 1859, the present pastor, the Rev. Wm. J. Potter, came to the church. His ministry has been one of great acceptance to the people and productive of the highest good to the community. During the pastorate a chapel has been built for the better accommodation of the Sunday-school; the ownership of the church property has been vested in the society; a vesper service has been instituted and maintained; and many philanthropies and charities have been projected. Rev. Paul R. Frothingham was ordained as associate pastor, October 9, 1889. The present officers of the church are as follows: Clerk, Thomas H. Knowles; treasurer, Standish Bourne; assessors, Charles W. Clifford, Francis Hathaway, Charles H. Pierce.

The North Congregational Church.—This church is situated at the corner of Purchase and Elm streets. It was formed by an ecclesiastical council October 15, 1807, in the meeting-house of the precinct, formed in 1795. There were represented in the council the Second Church of Christ of New Bedford (Fairhaven), and the First Church of Christ in Rochester. After the members of existing churches and the candidates for admission had been examined, the covenant and confession of faith was laid before them, and a church known as the Third Church in New Bedford was regularly formed, the ordinance of baptism being administered to those who had not been baptized: Elkanah Michell, Caleb Jenne,

William West, Joshua Barker, Edward Pope, John Shearman, Gamaliel Bryant, Abisha Delanoe, Jireh Willis, Ebenzer Willis, Cornelius Burges, Cephas Cushman, Mariah Jenne, Abigal Samson, Sarah Kempton, Joannah West, Elizabeth Jenne, Joannah Ayres, Clarissa Crocker, Pamela Williss, Abigail Kempton, Elizabeth Pope, Dorcas Price, Catharine Long, Huldah Potter, Drusilla Potter, Fear Crocker, Anna West, Aurilla Barker, Deborah Bryant, Mary Peckham, Abigail Michell, Susannah Spooner, Lois Hart, Abigail Willis, Abiah Garish, Mahittable Willis, Hannah Peckham, Anna Burgess, Nancy Howland. The first officers of the church chosen May 11, 1809: Joshua Barker, first deacon; Cornelius S. Burgess, second deacon; and it is presumed, Cephas Cushman, clerk. It appears Rev. Curtis Coe preached for the church in 1809. About the year 1809-10 "an unhappy division began to appear," which resulted in the formation of two churches, the one Trinitarian, the other Unitarian. In the differences that followed a memorial was presented to the council protesting against the ordination of Mr. Ephraim Randall, in 1814, although prior to that time attempts had been made at reconciliation. On August 7, 1810, a vote was taken and thirteen of the nineteen active male members of the church separated from it. This left six members, one of whom took no active part in the dissension. Soon after the separation, if not before, Sylvester Holmes, a licentiate, began his labors with the church. A meeting was held June 29, at which it appears a hope was entertained that a reconciliation might still be effected. An adjourned meeting was held July 27, and four days lated Mr. Holmes was ordained. Services were held at first in the North Purchase street schoolhouse, then in the south school-house on Walnut street, and, as occasion required, at the residences of the church members. Later, a hall over William W. Kempton's store, southwest corner of Mill and Second streets, was obtained and the meetings were held there until a church edifice was built in 1814. The site of this building was next south of the house then occupied by Silas Kempton, situated on the southwest corner of Second and Elm streets. In 1812 the five members who had remained with the society adopted a covenant differing from that of 1807, and Rev. David Batchelder was installed as pastor of the "Church and Society in Bedford Precinct." These five, with

the exception of one who had died, were formally excommunicated by the remonstrants, December 19, 1814. The church increased in number, and a new building was erected on the corner of Purchase and a street that has since been named Elm. It was finished in June, 1813, and consecrated on the 23d of that month. The Sunday-school, which was organized in 1819, was the outgrowth of Rev. Mr. Holmes's class in the catechism. The church building was enlarged in 1826, and the old meeting-house, then used for school purposes, was moved from Second street to a site on Elm street, just west of the meeting-house. It was subsequently raised, the lower part being used for a vestry, the upper part for a school-room; but after being used in this manner for a few years, it was removed and remodeled into a dwelling-house. The North Congregational Church was incorporated by an act of the General Court, approved by the governor January 27, 1827, and at the first meeting, June 8, William W. Kempton was elected clerk, Joshua Barker, Cornelius S. Burgess and Hayden Coggeshall, trustees; and David Briggs, treasurer and collector. The distinctive title of "Third" was discontinued after the incorporation of Fairhaven in 1812, and it is probable that the word "North" was applied to distinguish the church from the old meeting-house that occupied the present site of Liberty Hall. The membership had reached such large proportions that, on March 11, 1836, the corporation voted to erect a meeting-house, and the present granite structure that graces the corner of Purchase and Elm streets was the result of their deliberations. The corner-stone was laid May 13, 1836, and the house dedicated December 22 of the same year. An audience of nearly 1,500 people listened to a sermon by Rev. Dr. Hawes, of Hartford, Conn. The church was first occupied regularly, January 1, 1837. Mr. Holmes remained with the church until February 21, 1839, when he became the general agent of the American Bible Society, a position held by him four years. He then returned to New Bedford, but found the church desirous of permanently severing their relations with him, and he was dismissed by the council March 15, 1843. More than 500 persons were received into the church during his ministry, and his influence was not only felt in New Bedford, but also in the Congregational churches throughout southeastern Massachusetts. He served the Pacific Church for nearly

six years after his dismissal from the North Church, and his last pastoral work was done in his native place, South Plymouth, where he also preached six years. He died in this city November 27, 1866, and was buried from the church where he had preached so many years. Rev. Thomas M. Smith was installed as associate pastor, July 24, 1839, and remained until August 31, 1842. The agitation of the slavery question in 1843 was a disturbance which resulted in the excommunication of one of the deacons and another prominent member. The following resolution and vote, show the action taken by the church on that question:

"*Resolved*, That all action upon, or discussion of these subjects (State rights, national policy, and slavery), as a church, or in meetings appointed by the church, be indefinitely postponed.

"*Voted*, That the church do not think it expedient to pass any resolutions on the subject of slavery."

During the pastorate of Rev. Robert S. Hitchcock, who was ordained July, 19 1843, troubles arose which resulted in the withdrawal and dismissal of a body of members, which was afterwards formed into churches known as the "Union Church of Fairhaven," and the Pacific Congregational Church. Rev. Mr. Hitchcock resigned December 9, 1845, and the church was without a pastor for nearly two years, when on September 15, 1847, Azariah Eldridge, from the Divinity School, Yale College, was ordained. Extensive improvements were made to the meeting-house in 1850 and 1851, the expense of which was about $6,000, and the re-dedication took place March 13, 1851. Rev. Henry W. Parker succeeded Rev. Mr. Eldridge August 3, 1856, and during his ministry, in 1857, the stone chapel on the south was built at a cost of about $3,500. The next pastor was Rev. Alonzo H. Quint, who was a chaplain in the Union army, and the letter of acceptance is dated "Camp of the Second Massachusetts Infantry, Tullahoma, Tennessee, April 20, 1864." His installation took place July 21 of the same year. He remained with the church eleven years, being succeeded by Rev. Albert H. Heath, who was installed October 19, 1876, although Mr. Quint's services had terminated in June of the preceding year. During the ministry of Rev. Mr. Heath, a new pulpit was built and the church improved at a cost of about $7,000. The present pastor, Rev. John A. McColl, began

his pastorate January 16, 1890, and came to New Bedford from St. Albans, Vt., where he had been pastor of the First Congregational Church for six years. The following ministers, other than pastors, have been connected with the church or Sunday-school: Freeman P. Howland, Augustus B. Reed, Thomas Bailey, Clark Cornish, William H. Sanford, Henry W. Lee, Pardon G. Seabury, William H. Sturtevant, Andrew Mackie, John Cotton Smith, James F. Sisson, James R. Bourne, William H. Dowden, John C. Staples, Ellis Mendell, Rufus B. Toby, Daniel C. Burt, Henry M. Dexter, D. D., and William C. Stiles. The present officers of the corporation are: Trustees, Pardon A. Macomber, treasurer; Charles W. Knight, clerk; Thatcher C. Hatch, E. Williams Hervey. The officers of the society are: Pastor, John A. McColl; deacons, Zacariah Sturtevant, Thatcher C. Hatch, William F. Butler, Pardon A. Macomber, James W. Hervey, and Abraham Tenner; James W. Hervey, treasurer. The standing committee is composed of the deacons and pastor, with Charles W. Knight, Edwin Emery, Henry Phillips, and Frank Milliken. Henry Phillips is clerk of the society. Frederick A. Bradford is superintendent of Sunday-school and Mary Hitch assistant.

Trinitarian Church.—This society was formed sixty years ago by a detachment of members of the North Congregational Church. At that time it became evident to Sylvester Holmes, the pastor of the last-named congregation, that there was need of a new church in the south part of the town and it was, perhaps, through his influence and efforts that the new church society was organized. The earliest germ of the new enterprise lies in the following statement which appears upon the records of the old North Church: "March 31, 1828, voted that seven members be appointed as a committee to confer with our pastor on any subject relating to the prosperity of the church; that Deacon J. Barker, S. Bailey, H. P. Willis, J. Bourne, William Little, N. Perry and W. B. Spooner, constitute said committee." Before any steps had been taken to form a church, a subscription paper had been drawn up and signed to raise money for the erection of the new edifice. This paper is dated November 19, and contains nearly a hundred names. By reference to the records it is found that on August 29, 1831, a committee of five persons was chosen from the North Church, "to procure a preacher for the South Congregational meeting-house now building in this town."

Three of that committee afterwards became members of this church, Joshua Barker, Charles Coggeshall, and Simeon Bailey. It was not until the 24th of October, 1831, that any direct steps were taken to consider the expediency of forming a church. On that date, however, it is recorded that a meeting of the North Church was held and after prayer by the moderator (probably the Rev. Mr. Holmes), it was stated by him that a request had been made for the society to "take into consideration the subject of forming a church from the members of this church who shall constitute a church to occupy the South meeting-house." November 15, 1831, an ecclesiastical council met at the North Congregational Church for the purpose of organizing a new society. This council consisted of eight clergymen, among whom were Revs. Oliver Cobb, Pardon G. Seabury, and Thomas Robbins. Fifty-nine persons entered their names on a list as members of the new church, all of whom separated from the old North Church, with exception of Susan Carver, of whom it is not stated from what church she came. The ministers present at this council were, besides those mentioned above, Jonathan Bigelow from Rochester, Samuel Nott, jr., from Wareham, Samuel Utley from North Rochester, William Gould from Fairhaven, and Timothy Danie. The council met again in the evening and Thomas Robbins presented the confession of faith and covenant to the new members for their assent, and on behalf of the council declared them a church of Christ. Two days afterwards, the new church, which was still nameless and houseless, met at the home of Charles Coggeshall. This was their first meeting and they immediately took steps to secure a pastor. In this endeavor they were disappointed for a year, when at last on the 14th of November, 1832, the Rev. James Austin Roberts became the first pastor of the church. During this year, however, the society had been diligently organizing. On February 2, 1832, they procured an act of incorporation under the name of the Trinitarian Church. On February 5, of that year, the first recorded meeting in the new church was held. The dedication of the new edifice took place Thursday, May 17, 1832, the religious exercises being in charge of the Rev. Mr. Robbins. Mr. Roberts remained with the church eleven years, in that time taking but one vacation. During his pastorate ninety-eight members were added. April 5, 1843, he was granted a leave of absence for one

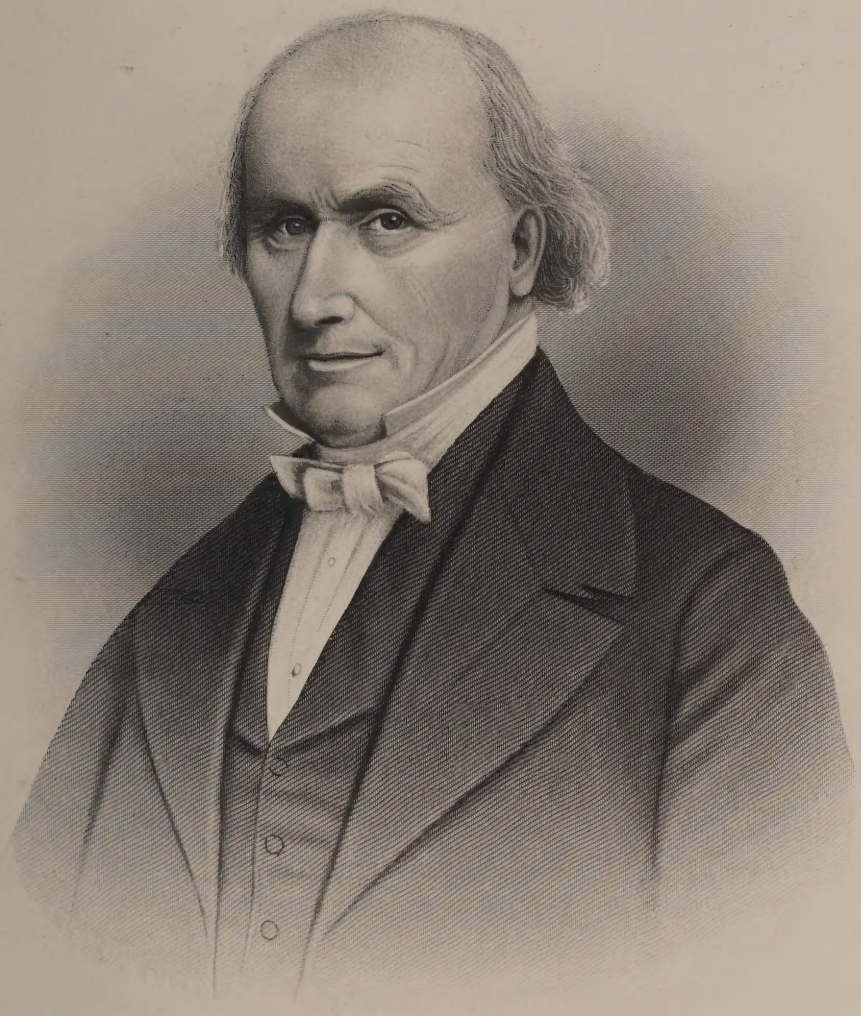
year to visit England, the pulpit being supplied by Rev. Mr. Dyer, of Fultonville, N. Y. In February of the next year fire did serious damage to the building. After holding the Sunday afternoon services for a time in the Unitarian Church, union services were held with the North Church, the pastor of which, Rev. Mr. Hitchcock, had been granted leave of absence. In the mean time, July, 1844, Mr. Roberts had written from London asking his dismission. He afterwards returned to America and lived and died in Berkley.

During the fall of 1844 the pulpit was supplied by Rev. J. H. Towne, of Boston, and on January 6, 1845, a unanimous call was extended to Rev. George L. Prentiss, of Portland, Me., to become pastor, and on April 9 he was installed, remaining pastor until September 30, 1850.

October 15, 1850, a call was extended to Rev. Wheelock Craig, of Newcastle, Me., and he was installed December 4, 1850. He remained with the church eighteen years. In 1858, he was invited to the professorship of modern languages at Bowdoin College, but he preferred to remain in his pastorate. In 1866 the church was again injured by fire, and while it was being repaired, servives were held in Pierian Hall. In 1868 Mr. Craig's health began to fail and his church granted him a leave of absence for four months, his pulpit to be supplied during his absence by his brother, Henry Craig. He sailed from New York, May 23, 1868, and traveled through many countries of Europe. His strength failed him and he died a Neufchatel, Switzerland, November 28, 1868. His remains were brought to this city, and funeral services were held in the church, December 24, 1868.

Rev. Cassius M. Terry, of New York, was called to fill the vacant pulpit February 12, 1870. He commenced his labors in June but was not installed until November 3, 1871. Ill health compelled him to resign March 1, 1872. He removed to Minneapolis, Minn., where he died August 18, 1881.

After the resignation of Mr. Terry the pulpit was supplied until October by Rev. Dr. L. T. Townsend, of Boston. At a meeting held October 21, 1872, it was voted to extend a call to Rev. Matthew C. Julien, of New York, with a salary of $3,500. It was accepted, and the installation took place December 11, 1872. In the summer and fall of 1879 extensive repairs and alterations were made in the church edifice.



Engd by F. G. Kernan N.Y.

Robert Gibbs.

It was re-dedicated December 11, 1879, with interesting and appropriate exercises. The semi-centennial anniversary was observed with elaborate exercises on the 13th, 14th, 15th and 16th of November, 1881. The Trinitarian Church bells were the first bells to call the people to Christmas service in the city. This was in 1873, when the Sunday-school held its first Christmas service. In 1883 the handsome Church Home was built on the opposite corner.

The old church edifice was entirely destroyed by fire March 8, 1890, and during the following summer the meetings were held in the opera house, and in the fall the Church Home was used as a place of worship. Some meetings were also held in the North Congregational Church. The corner stone of the new building was laid with impressive ceremonies on October 27, 1890, by Mrs. Ellen Bailey, the only surviving member of the original fifty-nine persons who formed the church. The imposing structure was completed and dedicated November 15, 1891, on the sixtieth anniversary of the society. The officers for 1891, are: Charles P. Rugg, chairman; George F. Kingman, William R. Wing, Isaac C. Sherman, Charles T. Bonney, trustees; A. M. Goodspeed, clerk; Charles P. Rugg, treasurer; Ezra B. Chase, I. N. Barrows, I. C. Sherman, Frederick A. Washburn, and A. M. Goodspeed, deacons. The membership is 231, and the Sunday-school has about 300 scholars, of which Oliver W. Cobb is the superintendent.

County Street Methodist Episcopal Church.—From the year 1817 dates the first effective steps toward the formation of a Methodist society in New Bedford. Prior to that date there were but few of this denomination in the town, but these few occasionally listened to the discourses of Rev. Epaphram Kibby, who came down from the Head-of-the River to preach to them as early as 1806 and 1807. It is stated that the first class was formed here in 1817 and comprised sixteen persons, the services of Rev. Benjamin R. Hoyt, a minister of Sandwich, being secured to conduct the meeting, through the efforts of Phineas Kinney, who walked to Sandwich and back for the purpose. The Methodists also held prayer meetings at private houses and on one occasion Rev. George Pickering preached at the residence of John Hawes on the southwest corner of Elm and Water streets. Later they leased the hall owned by William Kempton, on the southwest corner of Mill and

North Second streets. A more decided advance was made in 1819 by the arrival of Benjamin F. Sayer, from Newport, who came to New Bedford and established himself in business, and partially consented to preach in the hall every Sunday, which he did until June 21, 1820, when the annual conference at Nantucket recognized them as a separate station and supplied them with a pastor. This was Jesse Fillmore, who began his pastoral duties July 15, 1820, and steps were at once taken to build a chapel. This was begun in June, 1821, and when partially completed, services were held, the seats being improvised by spreading boards about the unfinished room. The first baptism was administered September 3, 1820, to two persons, and on the 17th of September, four colored people were also baptized. The trustees of the church were Z. Cushman, Joseph Stowell, and Jonathan Tuttle, and the first quarterly conference was held with Rev. George Pickering as presiding elder, November 23, 1820. The Rev. Mr. Fillmore was succeeded in 1822 by Solomon Sias, during whose ministry, with the aid of the eloquent John N. Maffit, revivals were held which greatly increased the membership, and when Mr. Sias left in 1824 there were 130 in the society. The Sunday-school was organized in 1824. In 1840 the church edifice was remodeled and newly furnished. In 1858 several of the official members formed an organization known as the "Elm Street Building Association," to erect a new church edifice. The present structure at the corner of Elm and County streets was built under their supervision, and cost, including the lot and a fine church organ, $43,000. The corner-stone was laid May 20, 1858, and the church was dedicated May 5, 1859. During a revival held in 1866, through the exertions of Messrs. James Taylor, George M. Eddy, and Leonard B. Ellis, a Christian association of young men was formed in connection with the church, from which has since arisen the prosperous local branch of the Young Men's Christian Association. Following are the names of the pastors and the dates of their service:

Jesse Fillmore, 1820-21; Solomon Sias, 1822-23; Epaphram Kibby, 1824; Frederick Upham, 1825; Jacob Sanborn, 1826-27; Asa Kent, 1828; Timothy Merritt, 1829-30; Daniel Webb, 1831-32; Daniel Fillmore, 1833; Thomas C. Pierce, 1834-35; Shipley W. Wilson, 1836-37; Isaac Bonney, 1838-39; Joel Knight, 1840-41; John Lovejoy, 1842-43; Azariah B. Wheeler, 1844; David Patten, 1845-46; James D. Butler, 1847-48; Robert M. Hatfield, 1849-50; Daniel Wise, 1851-52; E. T. Fletcher, 1853; Wil-

liam T. Harlow, 1854-55; John Cooper, 1856; Henry S. White, 1857-58; Mark Trafton, 1859-60; William S. Studley, 1861-62; Mark Trafton, 1863-64; Richard W. Humphries, 1865-67; Dudley P. Leavitt, 1868-70; Ensign McChesney, 1871-73; Luther T. Townsend, 1874; Wilbur F. Crafts, 1875-76; William F. Whitcher, 1877-78; Watson L. Phillips, D. D., 1879-80; Edward D. Towle, 1881; Henry D. Kimball, 1882-84; S. Olin Benton, 1885-87; Angelo Canoll, 1888-89; Charles W. Holden, 1890 to date.

Mr. Holden is a native of Cambridge, England, having come to this country when quite young. He was appointed to the present charge of the County Street Methodist Episcopal Church at the April conference, 1890. The officers of the church are: James Taylor, president; Leonard B. Ellis, secretary; Benjamin Anthony, treasurer; S. T. Perry, George M. Eddy, S. C. Hathaway, Job Wade, George G. Gifford, Mark T. Vincent, trustees; George G. Gifford, George M. Eddy, Benjamin Anthony, Sylvanus Bennett, Savory C. Hathaway, James Taylor, R. G. Bennett, F. A. Butts, jr., J. B. Wade, Jethro C. Brock, George S. Fox, and Wm. M. Butler, stewards; Caleb L. Ellis, class leader; G. W. Burgess, superintendent of Sunday-school.

Fourth Street Methodist Episcopal Church.—This was the first Methodist society to be formed of members who withdrew from the old Elm Street Church. In 1831 a chapel was erected, and the dedication took place February 4, 1832. During 1831 and 1832, Rev. Asa Kent officiated, and at the conference of 1832, Revs. A. D. Sargent and Daniel Webb were appointed to serve both the Elm and Fourth Street charges. The separation which took place in 1843 was effected by mutual consent and Fourth Street became a distinct church under the pastoral care of Rev. A. U. Swinerton, who remained with it two years. Although the church contracted a debt of $6,000 during Mr. Swinerton's pastorate, its spiritual life had been most successful, and when he left seventy-six new names had been added to the membership. A remarkable pastorate was that of Rev. Moses Chase, which began in 1850. In November, 1851, he with six others purchased what is now the Allen Street M. E. Church, and a new society with members from the Fourth Street, was formed. This was considered an unwise step by some, as the gradual exodus of members who lived nearer the Allen Street Church reduced the membership of the Fourth Street in 1852 to 191 and 18 probationers, and in 1856 there were only 172 members and 7 probationers. The membership was increased in 1860, however, dur-

ing the pastorate of Rev. S. F. Upham, who afterwards became professor in Drew Theological Seminary, Madison, N. J., and through his endeavors the meeting-house was enlarged and remodeled to its present proportions, at a cost of $6,300, The structure was re-dedicated in February, 1861, and Rev. L. D. Barrows delivered the discourse. During the year 1866 the centennial anniversary of Methodism in America was celebrated among the Fourth Street people by the offering of $2,400 to free the church from debt incurred when the improvements were made. Again in 1881, during the ministry of Rev. A. McCord, $2,300 were raised and the church thoroughly repaired and repainted. Mr. McCord's pastorate was highly satisfactory and eminently a successful one.

The ministers who have served the congregation and the dates of their service are as follows:

Asa Kent, 1831-32; A. D. Sargeant and Daniel Webb, 1832; A. U. Swinerton, 1833-34; Sanford Benton, 1835; Phineas Crandall, 1836-37; Warren Emerson, 1838; Daniel Webb, 1839; W. S. Campbell, 1840; George F. Pool, 1841; A. U. Swinerton, 1842-43; Isaac House, 1844; Daniel Webb (supplied), 1845; Paul Townsend, 1846; Daniel Fillmore, 1847-48; W. A. Richards, 1849; Moses Chase, 1850-51; Richard Livesey, 1852; J. Mather, 1853-54; George M. Carpenter, 1855-56; Henry Baylies, 1857; J. T. Benton, 1858-59; S. F. Upham, 1860-61; N. Bemis, 1862; E. H. Hatfield, 1863-64; Joseph Marsh (supplied), 1865; William H. Jones, 1866; E. S. Stanley, 1867-68; Samuel A. Winsor, 1869; Charles Ryder, May 1 to July 1, 1873; Charles Morgan, Sept. 1, 1873, to April, 1875; R. W. C. Farnsworth, 1875 to April, 1878; Asa N. Bodfish, 1878 to 1881; Archibald McCord, 1881 to 1884; H. B. Cady, 1884 to 1887; A. P. Palmer, 1887 to 1890; William H. Allen, April, 1890, to the present time.

The trustees of the Church for 1891 are: Charles H. Gifford, G. H. Poole, Lot B. Bates and Horace Tilden. The stewards are Lot B. Bates, J. W. Pierce, Charles H. Gifford, A. E. Patterson, J. M. Ricketson, H. Tilden, Benjamin Winslow, Lydia A. Tilden, Cornelia G. Winslow, Jane L. Poole, James H. Russell, Gilbert G. Stiles and Caleb Ramsbottom. Lot B. Bates is the church treasurer; Sunday-school superintendent, Cornelia G. Winslow.

The Pleasant Street Methodist Episcopal Church.—This is the second church society to spring from the old Elm Street, now the County Street Methodist Church. The official records of the society for a period of sixteen years, from 1843 to 1859, are missing, but it is definitely known that during the years 1841–42 the members of the Elm Street

Church had been considering the expediency of holding prayer meetings and of establishing a Sunday-school in the north part of the town, and finally began to search for a convenient room for that purpose; but failing to find such, a committee of the trustees was chosen and given authority to buy a lot for the purpose of erecting a building for religious worship. This resulted in the purchase of a lot on Pleasant street, and a building thirty by forty feet was erected thereon. At that time Sycamore street had not been cut through to Pleasant, and where that street was afterward laid out stood the little "Tree Meeting-house," the name being derived from a large sycamore tree that stood directly in front and overshadowed the little chapel. The sermon at the opening of the chapel in 1843 was preached by Rev. John Lovejoy, then pastor of the Elm Street Church. The services were supported by sixty or seventy of the members living in the neighborhood, and the pulpit was supplied on Sundays by the presiding elder, both the prayer meetings and Sunday-school being largely attended. The class continued to increase in number and to assume such proportions that it was necessary to organize a separate society, and accordingly on Sunday, May 19, 1844, by mutual agreement the separation from old Elm Street was consummated, and on the following Friday, May 24, 1844, those persons who designed worshiping at Pleasant Street met and formed a new society. It is believed that the first official board consisted of Samuel S. Paine, Henry Walker, Henry R. Wilcox, David R Pierce, Barjonah D. Tripp, Samuel Damon, William Walker, Bradcock Hinckley, and Benjamin T. Sanford.

In 1843 an addition was made to the building by cutting it in two parts and inserting about twenty feet in the middle of it, this addition being taken out when the chapel was converted into a parsonage some time later. The present church building, or at least the major part of it, was erected by David R. Pierce and Henry Walker during the year 1848. In July, 1867, the adjacent lot of land at the west of the parsonage was purchased, the parsonage moved upon it and the space east of it given up to make room for an addition to the west end of the church forty-five by eighteen feet. The east end of the church was also enlarged by the building of a porch sixteen by twelve feet. Interior improvements were also made and the sum of $9,000 expended.

In 1874 the parsonage was removed from its former location to the spot on which it now stands. In 1875 a new organ was placed in the church at a cost of $4,000. The first pastor stationed here was Rev. John Livesey, of Fall River, who commenced his services about August 20, 1843. His successors have been:

Samuel Beedle, 1845–46; S. C. Brown, 1846; C. H. Titus, 1846–48; Jonathan Cady, 1848–50; John Hobart, 1850–51; H. C. Atwater, 1851–53; Frederick Upham, 1853–55; E. B. Bradford, 1855–57; John Howson, 1857–59; Charles Nason, 1859–61; William MacDonald, 1861–63; W. F. Farrington, 1863–64; N. P. Philbrook, 1864–66; L. B. Bates, 1866–69; J. E. Hawkins, 1869–72; W. T. North, 1872–75; T. R. Greene, 1875–78; J. W. Malcolm, 1878–80; E. F. Clark, 1880–83; A. E. Drew, 1883–86; H. D. Robinson, 1886–87; Matthias S. Kaufman, 1888–91; A. Cameron, April, 1891, to the present time.

The Allen Street Methodist Church.—This church is situated at the corner of County and Allen streets. The society was formed in the latter part of the year 1851 by members who went out from the Fourth Street Methodist Church, and especially through the efforts of Rev. Moses Chase, then pastor of that organization, who thought there was need of a Methodist society in the south end of the city. The present house of worship had been standing there about nine years in 1851, having been built by William and Joseph Smith, Christian Baptist preachers. The property was purchased by the following members on November 3, 1851, from Hervey Sullings and James A. Tripp, who had offered it for sale: Rev. Moses Chase, Stephen Wood, Joseph Brownell, John Allen, Albert D. Hatch, Ezra Kelley and Thomas R. Pierce. A supply for the pulpit was secured until December 8, when Rev. Andrew McKeown was appointed by the presiding elders. The cost of the church edifice, together with the repairs subsequently made upon it, was $5,000. The dedicatory services took place January 22, 1852, and the sermon was preached by Rev. Mr. Chase.

The names of the pastors who have officiated, and the dates at which their service began and ended, are as follows:

Andrew McKeown, December, 1851, to 1854; J. B. Gould, 1854 to 1855; J. A. M. Chapman, 1856 to 1857; Henry Baylies, 1858; John Howson, 1859; Pardon T. Kinney, 1860–1861; John Livesey, 1862–1863; William Kellen, 1864–65; F. G. Wagner, 1866–67; E. A. Lyon, 1868; Thomas Ely, 1869; Freeman Ryder, 1870; J. M. Durell, 1871–72; V. N. Matoon, 1873; B. P. Raymond, 1874–76; J. H. Humphrey, 1877;

Charles Nutter, 1878–80; George W. Wright, 1881–82; J. B. Hingeley, 1883–84; E. A. Drew, 1885; Edward Williams, 1886–88; James I. Bartholomew, 1889 to the present time.

The present membership of the church is 216, with twenty-three probationers. The Sunday-school is in a prosperous condition, with Robert F. Raymond, superintendent, and F. H. Tripp, Mrs. F. H. Tripp, M. F. Leonard, John Harris, class-leaders. The present officers of the church are: Trustees, Joseph F. Tripp, Charles E. Cook, Charles A. Tuell, Stephen H. Briggs, Andrew J. Fish, Robert F. Raymond and Clarence R. Sherman; stewards, Charles A. Tuell, Charles E. Cook, Robert F. Raymond, C. D. Beetle, M. L. Matthews, George H. Briggs, Mrs. L. A. Macreading, Mrs. E. Tuell, Mrs. R. S. Beckerman, George F. Kasmire and John L. Pendlebury; recording steward, Charles A. Tuell.

First Primitive Methodist Church.—In August, 1888, Rev. S. Knowles, of Fall River, called together in Edgerton's Hall in this city a few Primitive Methodists, who afterward joined in with the Christian Union people on High street, and were supplied with local and visiting clergymen until April, 1889. This was the beginning of the first Primitive Methodist Church in New Bedford, in May, 1889. The Rev. N. W. Matthews was invited by the missionary committee to take charge of the work in this city. He immediately engaged the Howland Chapel for public worship and organized a local society of fifteen members a month later. In February, 1890, the society was incorporated. Through the labors of the pastor and people the church has met with flattering success. For nearly two years the services were held in Howland Chapel. This was erected in 1870 by Matthew Howland as a place of worship for the operatives and others in the vicinity of the Wamsutta Mills. It was completed and furnished at a cost of about $7,000 and the dedication took place January 13, 1871. The membership of the Primitive Methodists so increased that the chapel would no longer accommodate them, and steps were taken toward securing a church edifice of their own. A lot was purchased on the south side of Weld street, between Pleasant and State, at a cost of $1,000 and the present commodious building completed December 1, 1891. The dedication took place on Sunday, December 6, several local clergymen assisting in the exercises. To the un-

tiring zeal of Rev. Mr. Matthews is largely due the success that has attended the society and its undertakings. The trustees for 1891 are: N. W. Matthews, John Quinham, R. Townley, J. McNally, M. Malloy, James W. Brown, J. Quinn, with a board of officers to attend to spiritual affairs of the society.

Portuguese Methodist Church.—This church was organized Sunday, June 21, 1891, and was the first Methodist Church ever formed among the Portuguese in the United States. In May, 1890, a number of Portuguese led by Victor Sequeira made their desires known to Rev. J. I Bartholomew, of the Allen Street Methodist Church, and a mission was formed which became a connection of that. Mission meetings were held at the homes of the various members for about a month, and then a room on Water street was secured. During the summer and fall, the mission was supported by the different Methodist churches in the city, when the new society was adopted by the Methodist Conference. A Presbyterian church had meantime existed in Jacksonville, Ill., composed of Portuguese, and from this church the Rev. Jose Ignacio Almeida was secured and has since served as minister to this society. On the 1st of June, 1891, the mission was transferred to rooms at 84 Potomska street, where, on June 21, the church organization was effected under the care of Rev. Walter Ela, of Fall River, who preached a sermon and administered the sacrament of the Lord's Supper. The following officers were chosen: Preacher in charge, Rev. J. I. Almeida; stewards, William Anglia, Frank Silva, John F. Lima, Victor Sequeira, Mrs. Mary Furnans; recording steward, Victor Sequeira; trustees, Frank Silva, Victor Sequeira, William Anglia, Antone Sousa; class leader, Victor Sequeira.

The Bethel African Methodist Church.—The formation of this society was a result of the labors of Rev. Eli N. Hall, who came to New Bedford from Providence, R. I., in 1842.

A house of worship was built the same year by David R. Pierce at a cost of $1,800 and was occupied by the society until 1854, when it was destroyed by fire. The corner-stone of the present edifice on Kempton street was laid by Joseph R. Turner in 1855, but no further work was done on the building for seven years. Through the efforts of the Rev. H. J. Johnson, an organization known as the "One Object Society" was formed to carry out and complete the work, and finally after upwards

of ten years of unremitting labor to this end, the church was finished and paid for at a cost of about $4,500. To this sum the public liberally contributed. The pastor of the church was Rev. John Butler, and in 1844 Rev. Henry J. Johnson was appointed and preached two years. Subsequently Richard Robinson officiated one year; Leven Tillman, one year; Peter Gardner, one year; H. J. Johnson again, one year; Dayton Doyle, two years; Thomas M. D. Ward, one year; J. D. S. Hall, one year; Joseph R. Turner, one year; Lewis S. Lewis, two years; Jacob Mitchell, two years; Henry J. Young, one year; William Grimes, two years; William Demond, two months; H. J. Johnson again, ten months; Joseph P. Shreeves, three years; John H. W. Burley, one year; John V. R. Morgan, Joseph G. Smith, one year; William Johnson, one year; J. T. Hayslett, two years; Stephen V. Douglass, one year; Ebenezer W. Williams, one year; P. L. Stanford, two years; William J. Laws, three years; William H. Hunter, three years; John H. Brock, three years; F. J. Cooper, part of one year; J. W. Skerritt, part of one year; J. T. Hayslett again, 1889 to date. The trustees of the church are James Bailey, Isaac King, Samuel Willis, Hezekiah Webb, John Lindsey, John Oliver, and T. Williams Jackson. Mr. Jackson is the clerk and James Bailey is church treasurer. Hezekiah Webb is Sunday-school superintendent; the stewards are Leonard O. Curtis, secretary, John Oliver, Charles D. Armstead, James H. Warfield, Isham C. Cowling, George T. Fisher, William Robinson, Edward Slater, Robert Pinckett; stewardesses, Mary Jones, Ellen Richardson, Elizabeth Scott, Miriam Brown, Mary A Bailey, Margaret Robinson, Mary A. Smith, Martha D. Webb, Georgianna Willis, Amelia J. Austin.

African Methodist Episcopal Zion Church.—The organization of this society was effected March 5, 1850. The first services were held in a school-house on the corner of Eighth street and Mechanic's lane, and afterward at the residence of Alexander Devol, on Middle street. They moved into their present house of worship on Elm street in 1851. The pastors who have occupied the pulpit of the church since its organization are as follows:

Revs. Leonard Collins, H. Thompson, James Simmons, Mr. Dempsey, Peter Ross, Joseph Hicks, Clinton Leonard, Samuel M. Giles, W. B. Smith, Nathaniel Stubb, Lucas

Sayler, Thomas Davis, William B Smith, George H. Washington, J. B. Small, W. D. F. Pyle, John F. Lloyd, Silas A. Mitchell, William B. Heath, Daniel Davis, N. H. Turpin, George H. Washington, William B. Bowens, Chanceford Fairfax.

The present pastor, Rev. Mr. Fairfax, began his services with the church in May, 1891. The officers for the year 1891 are: Trustees, Wilson Turner, Matthew Strong, Harry Harper, Robert Coblin, Thomas Spicer; Munroe R. Lane, clerk; Mrs. Emma Oliver is superintendent of the Sunday-school.

The First Baptist Church.—On the the 22d day of June, 1813, eighteen persons met at the house of Philip Cannon, jr., in New Bedford, to "consult and conclude on the propriety of uniting in fellowship as a church of Christ in gospel order." This was the first step towards the formation of the First Baptist Church. Articles of faith and covenant were adopted, and on Wednesday, June 30, a council met at the house of James Tripp and approved the action above mentioned and recognized the eighteen persons as "The First Baptist Church of New Bedford." The names of the eighteen persons were as follows: James Tripp, Susan Tripp, John Wrightington, Philip Cannon, jr., Deborah Potter, Nancy Hitch, Pamelia Stowell, Catharine Martin, Perivilla Lowden, Mercy Andrews, Elizabeth Tuell, Phebe Cannon, Hannah Covell, Sally Green, Catharine Tallman, John Pickens, Dolly Wilcox, and Huldah Thomas. Five others were baptized at that time and added to the number. Worship was commenced in a hall on North Second street near Mill, then owned by William Kempton. Among the early ministers were Rev. William Bentley, of Tiverton, and Revs. J. Livermore, Samuel Nelson, B. Bates, and L. Baker. Rev. George Hough was the first to regularly assume the pastorate, and finally resigned to go to the East Indies as a missionary. After that time the pulpit was supplied for a time by various pastors. Rev. Cyrus Babcock was next chosen, while he was still in Brown University, but he died before assuming the duties of the church.

The second place of worship was on the corner of South Second and School streets, in the old town hall, which the society bought and removed to that site from the Head-of-the-River. It was dedicated in July, 1817. Rev. Gideon Perry, the sixth pastor, was a man of energy and zeal and under his administration the society received new impetus.

An act of incorporation was secured March 8, 1828, and on the 28th of April the society was incorporated as the First Baptist Society of New Bedford. Steps were now taken for the erection of a church. A lot was secured in the spring of 1829, and in the following year the present house was built. In the summer of 1833 an addition was made to the building and an organ provided at a cost of $1,200. A year later the building was repaired and refitted at a cost of about $1,000, the old Unitarian church being used in the mean time. In the autumn of 1841 the house was again ready for use. The following is a list of the pastors and the terms of their service:

Rev. George Hough, April 24, 1814 to January 24, 1815. Silas Hall, 1817 to April 18, 1819. James Barnaby, July 19, 182– to July 13, 1823. Isaac Chase, December 24, 1823 to April 24, 1824. Daniel Curtis, March 20, 1825, to May 4, 1826. Gideon B. Perry, March 18, 1827 to October 22, 1830. Asa Bronson, April 18, 1832 to January 29, 1833. John O. Charles, August, 1833 to January 7, 1838. Henry Jackson, January 1, 1839 to October 5, 1845. Rufus Babcock, D. D., January 29, 1846 to January, 1850. John Girdwood, July 11, 1850 to December 31, 1865. D. D. Winn, March 15, 1867 to July, 1877. Hiram K. Pervear, February 17, 1880 to July 31, 1886. Joseph C. Hiden, D. D., February 2, 1887 to October, 1889. Rev. Joseph S. Swaim, May, 1890 to the present time.

The officers of the church for 1891 are as follows: Clerk, Simeon B. Eldridge; deacons, A. P. Manchester, Orrin M. Leach, George C. Hatch, Levi Hawes, Ray Green Huling, A. T. Eddy; T. R. Hillman, treasurer; George C. Hatch, superintendent of Sunday-school.

The North Baptist Church. [1]—For some years before the organization of this church the north part of the city seemed to several prominent Baptists to be the place for their Christian efforts. After careful deliberation a decisive movement was made, and the efficient work begun in the autumn of 1872 by the organization of the North Baptist Society. Friday evening, October 17, 1873, thirty members of the First Baptist Church, who had received an official letter dismissing them for that purpose, voted to constitute themselves a Church of Christ under the name of the North Baptist Church of New Bedford. The articles of faith and covenant in harmony with those of other Baptist churches were adopted.

[1] Prepared by Rev. Henry C. Graves, D. D.

An ecclesiastical council convened November 13, 1873, and recognized the new church by public services, including a sermon by Rev. G. C. Lorimer, D. D. of Boston. Luther G. Hewins, George C. Hatch, Thomas Pope, jr., and Jonathan Smith were elected deacons. Rev. Obadiah E. Cox was called to the pastorate January 12, 1874. After three months' service he was formally elected to the office, and on June 28 publicly recognized as pastor. Mr. Cox resigned his position June 20, 1875, and on the second Sunday in July following he closed his labors with the church. November 3, 1875, Rev. Charles A. Snow was elected pastor and continued in office until his resignation, which took effect July 31, 1881.

On September 14, 1881, Rev. Charles F. Nicholson was chosen pastor for one year. He accepted the office. The following September Mr. Nicholson was re-elected. He resigned the office and retired from the pastorate April 1, 1883. Sunday, May 6, 1883, Rev. Hervey Wood accepted the call of the church and began his ministry. His pastorate continued until the date of his resignation, March 14, 1886.

April 27, 1886, the church invited Rev. Henry C. Graves, D. D. to become its pastor. Dr. Graves accepted the charge of the pulpit for three months, when he was again chosen to the pastorate and entered upon the full duties of the office which he now holds. Of the deacons originally chosen Luther G. Hewins and Jonathan Smith died in office. The present deacons are Thomas Pope, jr., George A. Phillips, James T. Garside, and William W. Leach. The church has received into its fellowship 567 persons. It now numbers 330 members. The Sunday-school has been well conducted by faithful officers and teachers. L. G. Hewins, jr., George C. Hatch, S. T. Eldridge, H. C. Palmer, J. Whitehead, T. Johnson and John H. Andrew have served as superintendents. The society holding in trust the property for the church has wrought well for the interests in its charge.

Deacon L. G. Hewins was the moderator of its first meeting, held at his residence, October 22, 1872. He was a trustworthy and devoted leader both in the church and society. Deacon George C. Hatch, Deacon Thomas Pope, jr., and other efficient men were associated with him in the enterprise.

Prominent men in the church during its entire history have held the positions of officers and trustees in the society, whose financial affairs

they have faithfully managed. The society was greatly aided during fifteen years of its history by its first president, Mr. Augustus A. Greene, who held the office for twelve years. He contributed largely towards the eligible lot, the parsonage and church building now owned by the society, and until his death he was deeply interested in its affairs.

The present strength and efficiency of the church are thus largely due to the business-like methods and the well-executed plans of the founders and representatives of the society. The church holds an important position. It is supported by the voluntary system of contributions, and annually meets its financial obligations. Free seats invite all who wish to occupy them. In benevolent work and all moral reforms the church heartily engages. It believes that the principles contained in the gospel of the Lord Jesus Christ, when preached in the true spirit, and practiced in their lives will bless men in this world and cause them to stand forever to the glory of God.

Second Baptist, Colored—This church was formed in 1844, by several of the members of the Third Christian Society, who withdrew from that church. They held views similar to those of the Calvanistic Baptists.

They purchased for $184 what was left of the Frederick L. Dewey school-house, which was burned in 1844, and had it fitted up for their worship by John Wilbur at a cost of $875. January 22, 1845, the house was dedicated, and the church was regularly organized by an ecclesiastical council of neighborhood Baptist churches, called for the purpose. The first to officiate as pastor, Thomas U. Allen, was ordained the following evening.

The church received hearty support and the membership in 1858, during the ministry of Rev. William Jackson, had reached 197. In that year he withdrew with ninety-four others and formed the Salem Baptist Church, of which he was pastor for twelve years. In 1886 the church edifice on Middle street was thoroughly repaired and improved, and dedicatory exercises held July 9, 10 and 11, in which the pastors of several of the churches in this city and vicinity took part.

The pastors of the church have been Revs. Thomas U. Allen, Edmund Kelly (twice), William Jackson (twice), Cummings Bray, Richard Vaughn, Pleasant Bowles, Theodore P. Valentine, Caleb Woodyard, J. W. Dunjee, J. A. Brackett and Randolph Hope, the latter of whom

stayed a year and finished his pastorate in 1889, since which time there has been no regular supply.

The Sunday-school has flourished under the care of William B. Smith and Mary Jones.

The officers of the church are: Deacons, William H. Sanders, David A Barnes, William T. Ferguson; trustees, Willam H. Sanders, Robert H. Carter, William T. Ferguson; treasurer, David A. Barnes; clerk, Robert H. Carter.

The Salem Baptist, Colored.—This church is situated on Sixth street, and was formed December 7, 1858, by the withdrawal of members of the Second Baptist, under the direction of Rev. William Jackson. For five months meetings were held in an upper room in Perkins' block, Union street, where the Eddy building now stands, and then the present house of worship was bought at a cost of $4,500. It was then called the Centre Chapel, and was owned by James Collins, John Sullings, James Luscomb and Isaac Bly. December 7, 1860, the house was entirely paid for, and possession was taken soon after. In a space of thirteen years the church raised $12,000. Rev. Mr. Jackson served as pastor until June, 1863, and then had a leave of absence to serve as chaplain of the Fifty-fourth Massachusetts Regiment. During his service in the army the pulpit was supplied by Rev. Richard Vaughn, of Newport. Mr. Jackson returned May 30, 1864, and resigned his charge June 1, 1870, to go to Providence.

From October, 1870, to June, 1871, Rev. George H. Williams supplied the pulpit, and then on June 30, 1872, Rev. James H. Lee was installed. He remained until 1884, and Rev. Andrew Chamberlain followed him, finishing his pastorate in 1890.

There have been two ordained ministers sent out from the church since June, 1872—Revs. Wilton R. Boone and W. R. Burrill. In December, 1883, the church celebrated its quarter centennial with interesting and appropriate exercises.

The church was without a regular pastor until December, 1891, when Rev. Walter Gay, of North Carolina, began his services. The officers of the church for 1891 are: Deacons, Scipio Blackwell, Isaac Guinn, Miguel A. Fortes, James Wiggins, Noah W. Morgan; treasurer, James R. Reynolds; clerk, Benjamin C. Magnett; superintendent of Sunday-

school, N. W. Morgan; trustees, James H. Magnett, James R. Reynolds, Isaac Guinn, James E. Reed.

The Society of Friends.[1]—Members of the Society of Friends were doubtless included among the residents of Dartmouth as early as the year 1664, the date of its incorporation, but the first recorded evidence of their existence, in a meeting or church capacity, is afforded by the following agreement, and list of contributors to the erection of their meeting-house at Apponagansett, in the year 1698 (January, 1699, N. S.):

At a mans meeting in the Town of Dartmouth the : 6 : Day of the 11 month 169$\frac{6}{8}$ at the house of John Lapham wee underwritten Peleg Slocum Jacob Mott Abraham Tucker and John Tucker the day and year above written undertakes to build a meeting House for the people of God in Scorn Called Quakers 35 foot long 30 foot wide and 14 foot studds To worship and serve the true and Living God in according as they are persuaded in Contience they Ought to Do and for no other use Interest or Purpose but as aforesd and when one on more of us decease then Imediately the survivers Chose others in our room together with the consent of the assembly of the said people so to be and Remain to us and them for ever as aforesd which D House shall be compleatly finished at on before the 10 day of the 8 month next Insuing the date herof.

In witness here to wee subscribe our names with our own hands.

And further we of the said Society of people towards the building of sd House of our free will Contribute as followeth

	£.	s.
John Tucker	10	
Peleg Slocum	15	
John Lapham	05	
Nathanael Howland	05	
Abraham Tucker	10	
Increas Allen	03	12
Ebenezer Allen	05	
Eleazer Slocum	03	
Jacob Mott	03	
Benjamin Howland	02	
Richard Evens	01	
Judah Smith	01	

The signers of this document, and especially the four whose names appear in the body of the agreement, were among the leading members of the denomination, and also prominent citizens in the town.

After the establishment of a Friends' Meeting at Apponegansett, other meetings were held in different parts of the township, as Acoaxet,

[1] Prepared by Dr. E. T. Tucker.

Smith's Neck, Allen's Neck, Newtown (Smith Mills), Acushnet, and ultimately in the village of Bedford. These gatherings, prior to the erection of houses of worship in these localities, were held at private houses. The meeting-house at Acoaxet was completed as early as the beginning of the year 1719. According to a record of October 16, 1728, it was concluded to build one at Acushnet to be "near the bigness of the meeting-house at Pembroke." This was the ancient house removed in 1871. That at Newtown was built in 1755, and stood on the road to Faunce's corner, a little distance north of the village. The first meeting-house in New Bedford was erected in 1785 on the lot donated by Joseph Russell, and was removed when the present brick structure supplanted it, the latter dating from 1826.

From the date of the first records of Dartmouth Monthly Meeting in 1699 until December, 1792, when the Monthly Meeting at New Bedford was created, the following individuals served as clerks of the former meeting: John Tucker, Isaac Smith, Job Russell, William Anthony, jr., and Caleb Greene—five in all. Caleb Greene became the first clerk of the newly organized meeting in the latter year, and his successors at New Bedford were: Thomas Rotch, Obadiah Davis, Samuel Rodman, sr., Sands Wing, Asa Russell, Abraham Shearman, jr., William C. Taber, Charles R. Tucker, Matthew Howland, Gideon Wood, and Edward T. Tucker, the present incumbent.

As fas as can be ascertained, John Tucker, the first clerk of the old Dartmouth Meeting, served in that capacity for a period of nearly fifty-two years, or until his decease in the 7 mo. (Sept.) O. S. 1751, at the age of ninety-five years. In 1723 his son, John Tucker, jr., became an assistant to his father, and at the decease of the son in 1730, Isaac Smith was appointed to the same service as assistant. A few years later the latter individual was also appointed to render additional aid to the clerk, as the following record informs: 10 mo. (Dec.) 15 O. S., 1740—"Our ancient Friend John Tucker hath requested of this meeting that Isaac Smith should be appointed in his room to record the deaths and births of Friends, which this meeting hath consented to, and Isaac Smith is appointed for that purpose." The last minute signed by John Tucker is dated 7 mo. (Sept.) 18 O. S., 1749, he being then ninety-three years old. His successor was appointed 7 mo. (Sept.) 16 O. S., 1751, a few days after his decease.

Benjamin Howland was the first treasurer of the meeting, being appointed in 7 mo. (Nov.) 19 O. S., 1705. He was succeeded by the following, whose names are given in the order of their services: Deliverance Smith, Adam Mott, Abraham Tucker, jr., James Shearman, Job Russell, David Smith, William Anthony, jr, Thomas Hicks 2d, Prince Allen, Benjamin Taber, Jonathan Wilbur, Caleb Barker, and Luthan Wood, the latter holding the position in the year when the New Bedford Monthly Meeting was established.

It is evident that the Friends comprised a large proportion of the inhabitants of the old township when it sprang into existence, and it is fair to conclude that their numbers were augmented in the latter years of the seventeenth and the early years of the following century. As to exact numbers and relative strength, compared with other denominations, information is lacking, and yet tradition and supposition lend weight to the belief that they were more numerous than other religious professors. The ancient building at Apponegansett was a meeting-place for the country for miles around, at the outset, the attendants coming from Acushnet, Smith Mills, Russell's Mills, Allen's Neck, Acoaxet, and perhaps from Long Plain, Mattapoisett and elsewhere. As time advanced the gatherings at this time-honored spot were very large, especially upon particular occasions, and that, too, long after meetings had been established in other parts of the town. The journals of ministers in the society, who were traveling in New England, mention the immense concourse of people who were present at the time of their visits, notably in the summer season. As late as the year 1766, not less than 2,000 people are said to have assembled here at one time, a throng which the old meeting-house was utterly inadequate to contain, and which no church edifice in Massachusetts at the present day could accommodate.

During the last century a long and highly esteemed succession of Quaker worthies paid numerous visits to their brethren at Dartmouth. From Thomas Story in 1699, an accomplished and cultured preacher, down through the century we trace a line of eminent ministers, both men and women, from Great Britain and our own land, who were included among these gospel messengers. John Richardson, Thomas Chalkley, Samuel Bownas, John Fothergill, John Woolman, Samuel

Fothergill, Catharine Payton, Samuel Neale, David Ferris, David Sands, and Susannah Lightfoot may be mentioned as a few only of this number, who were warmly welcomed, and their counsels prized and heeded.

The records of Dartmouth Monthly Meeting are occupied chiefly with routine matters relating to such subjects as would naturally claim the attention of a body of religious professors, as the admission of applicants for membership; the enforcement of the rules of the society in the case of those who required correction, or whose misdemeanors demanded expulsion; the oversight of marriages, the care of the poor and destitute; the acknowledgment of the visits of traveling ministers and the reception of fraternal epistles from their distant brethren in England, or in the other American colonies. But other matters frequently appear, as when the records make allusions to their refusal to pay the ministerial tax levied for the maintenance of the Presbyterian clergy, and when they became sufferers for "truth's sake," in conscientiously refusing to bear arms and participate in military service, or declining, for the same reason, to pay their quota of the taxes levied during the French and Indian and the Revolutionary wars.

As early as the year 1716 they were led to query as to the lawfulness of human slavery, although many of them were the possessors of slaves, their scruples arising solely from religious grounds. The first step in this line of progress was a direction to their members to forbear hereafter in being concerned in the purchase of slaves, no action being then taken looking to the manumission of those then held in that state. Care was exercised that servants should attend the meetings with their master's family, and a responsibility for their religious welfare seems to have rested upon their owners. In 1772 they were impressed with the iniquitous practice of keeping their fellow creatures in bondage, and a committee was appointed to visit the very few who were still slaveholders, and labor with them in such manner as the case demanded. At this date it would appear that the society as a whole was practically clear of the "evil," liberation of their slaves having been in progress during the previous years. But a very few members still held a limited number in bondage. Thus to use the words of the committee: "Joseph Russell had two negroes in bondage, and refused to set them at liberty. Isaac Howland, jr., had one and refused to free him. Rebecca

Slocum, widow, three negroes in bondage of full age, and one or two under age, and refused to liberate them, but had ordered them to be freed in her will. John Russell complied with the advice of friends, so far as to set one of two negroes free, and directed in his will that the other should be freed also, the latter being under age. William Sanford had but one slave, a female, and promptly set her at liberty. Peter Slocum freed one, and agreed to liberate the remaining ones when twenty-six years old, they being then under age."

The committee sums up in the conclusion that Joseph Russell, John Howland and the Widow Slocum are offenders in this matter, and that Peleg Slocum does not comply as extensively as they would desire. However, the spirit of freedom and justice soon predominated, and in the year 1785 there is no evidence that a single slave was held by a member of the society.

A history of the Friends of New Bedford, so-called, properly commences in the year 1787, when the town had its beginning. In December, 1792, as has been stated, the Monthly Meeting came into existence, and in the following year the Friends living in the eastern part of the town (now Long Plain, Acushnet and Fairhaven), and those in Rochester (Mattapoisett), were added or annexed to the foregoing meeting, having heretofore been connected with the Monthly Meeting at Sandwich. Thus the meeting was established, which now exists. At the outset it possessed a membership of about 400, and during the ensuing years enjoyed, it is presumable, a slight increase in numbers, reaching the maximum, possibly, by the year 1820, just previous to the so called "New Light" separation, which had been brewing since 1817, and culminated about 1825 in the removal of a few members. The unsettlement and restlessness caused by this agitation led to further withdrawals in the few subsequent years.

This separation claims but a few words, and may be passed over with the explanation that it was the result of the manifestation of an undue zeal on the part of a very few, who were led into a disregard of the practices and principles of the society, so that as they ceased to be Friends, either in belief or profession, a continuance as members was not practicable, either for themselves or for the body at large. They claimed in some instances to have received additional or "new light"

in the performance of their religious duties, and hence the designation given to them. But the disturbance ultimately died away, and was heard of no more.

In the year 1845 a separation occurred, in which about twenty-five individuals withdrew, the latter being in harmony with those members of the Society of Friends in New England who were identified with John Wilbur. In the light of subsequent years it is much to be regretted that this division occurred. The party who retired from the Spring street body erected within a few years the meeting-house on Fifth street, near Russell street, and included some of our esteemed citizens. The monthly meeting prior to this division comprised 500 members.

Grace Episcopal Church.[1]—The history of this society dates back to the year 1833, when the first steps were taken toward the formation of a Protestant Episcopal Church in New Bedford. On the 2d day of October of that year a meeting was held in Mechanic's Hall, comprising among its members Messrs. Cotting, Shiverick, Harris, Fuller, Brigham, Cannon, Carr, Nye, Stephenson and others. The following officers were elected: Pardon T. Mumford, senior warden; I. G. Harris, junior warden; Joseph R. Shiverick, James Cannon, John Fuller, Francis L. Brigham, Greene Carr, Benjamin Mumford, vestrymen; and Benjamin Mumford, clerk. The project was largely aided by the advice and services of Rev. Mark A. De W. Howe (late Bishop of Central Pennsylvania), who was present at the meeting, as was also Rev. John West, of Newport.

The first name decided upon for the new society was Christ's Church, but at a meeting held November 12, 1833, it was voted to assume the name of Grace Church. The first divine service was performed by Rev. Nathaniel T. Bent, a missionary from the Episcopal Convocation to this church, on Sunday morning and afternoon, December 15, 1833. At the morning service there were only a few present, but in the evening there were about seventy-five in attendance. Mr. Bent says: "The audience was very small, but attentive. The response was conducted correctly, but feebly. Considering all the circumstances of the case, I felt on the whole, encouraged."

[1] Prepared by Rev. E. S. Rousmaniere.

The society first worshiped in what is now the old Advent chapel on Kempton street, in those days located on Middle street, where it had been occupied by the Middle Street Christian Society. In 1834 the subject of building a church was agitated, and a lot was bought on Union street, upon which, July 30, 1835, the corner-stone of a wooden church of gothic style, with two towers in front, was laid, and the building completed and consecrated in the following year.

The church was prosperous for several years, but in 1852, it is stated, the parish was at a low tide financially, and the church building badly in need of repair. The following year an attempt was made to erect a new stone church, but the effort was unsuccessful. In 1854, however, a new rector was secured and fresh life given to the parish and its work. The church was completely renovated and the debt extinguished. From this date the church continued to increase steadily in numbers, and a chapel was fitted up on a lot at the rear, which was purchased for that purpose. A rectory was provided and a church building fund established. This fund had reached $4,000 at the beginning of the rectorate of Rev. George A. Strong, in 1879, and to this was added generous gifts by the late Miss Susan E. Rodman and her sister, Mrs. Horatio Hathaway, which swelled the sum to $20,000. With the prospect of using the proceeds of the sale of the old church and lot, steps were immediately taken for the erection of a new edifice. The corner stone of the beautiful stone structure on the corner of County and School streets was laid by Rev. Dr. Rowland, on Saturday, September 11, 1880, Rev. Phillips Brooks assisting in the service. The building was finished November 11, 1881, at which time Rev. Mr. Brooks was again present and a number of the clergy of New Bedford took part. Consecration services were held in October, 1882, by Right Rev. Benjamin H. Paddock, bishop of the diocese, the cost of the church, $47,000, having been wholly paid at that time.

The six windows in the chancel are in memory of Miss Rodman, and the two in each transept and five on the south side of the church are memorials to Hannah Haydock Rodman, Phoebe Prior, Eunice Hooper Blackler, James B. and Elizabeth A. Wood, Laura Kilburn, and Isabella Donaghy. All these windows are of stained glass in the richest tints.

In the tower is the first chime of bells in New Bedford. They are ten in number and weigh about 11,000 pounds. The chime was the bequest of the late Stephen G. Driscol, and were rung for the first time on Christmas eve, 1882. On the first Sunday of May, 1886, a vested choir of men and boys was instituted under the care of George Needham. Mr. Needham continued in charge of the choir until Easter, 1890, when, at his resignation, F. L. Diman was appointed choirmaster. In March, 1890, services were begun in the Swedish language, which are now held every Sunday afternoon at 3.30 p. m. in the chapel. Hugo Klaren, a Swedish student, officiates at these services.

A list of the successive rectors of the church since its organization follows:

Nathaniel T. Bent, 1833, to November 19, 1838; Theodore W. Snow, 1838, to August, 1841; Thomas R. Lambert, October, 1841, to November, 1845; George D. Wildes, September, 1846, to February, 1848; Sanford J. Horton, D. D., May, 1848, to November, 1851; Charles W. Homer, September 13, 1852, to 1854; Spencer M. Rice, February, 1855, to the spring of 1860; Josiah P. Tustin, D. D., September 3, 1860, to April, 1862; James Mulcahey, D. D., September, 1862, to 1869; Edmund Rowland, D. D., November, 1869, to December, 1878; George A. Strong, Easter, 1879, to February 9, 1889; Edmund Swett Rousmaniere, June 16, 1889, to the present time.

Mr. Rousmaniere is a native of Boston, Mass., and came to New Bedford from Pontiac, R. I., where he had been rector of All Saints' Church since 1886.

The following are the officers of the church: Horatio Hathaway, senior warden; Edmund Rodman, junior warden; vestrymen, Thomas Donaghy, M. U. Adams, George A. York, William D. Howland, Jonathan Howland, jr., James Delano, and Dr. C. D. Prescott; treasurer, M. U. Adams; secretary John H. Pedro.

A very significant enlargement of the work of this parish was undertaken in April, 1891, when, on Easter day, the congregation subscribed the amount of $20,000 toward the erection of a parish building for social, missionary and industrial purposes. At the same time, the lot of land to the east of the church was given by a generous parishioner as the site for the new building.

St. James Episcopal Church.—This society had its foundation in the spring of 1878, by a movement on the part of the English operatives in the Wamsutta Mills, who contemplated the establishment of an

Episcopal church independent of, and distinct from, that of Grace Church. The remote distance of the latter from the mill district, and the rapid increase in population in the North End, were among the favorable features of this movement, and at the suggestion of Rev. Edmund Rowland, then rector of Grace Church, application was made for a rector to Bishop Paddock of Massachusetts. Not having an available minister he applied to the Bishop of Connecticut, who recommended Rev. C. H. Proctor, a young graduate of the Berkeley Divinity School, who came to New Bedford and took charge of the movement. The first service was held in a shed on Purchase street, near the mills, March 10, 1878. The cobwebbed beams were hidden with sheets of Wamsutta cloth; two packing boxes turned on end covered with calico served as altar and pulpit; the alms were collected in two bright tin plates; a borrowed parlor organ and an extemporized choir furnished the music, and a paper screen enclosed a corner for a vestry room. The names of about forty people were entered as a nucleus about which to gather the new parish. On March 28, 1878, articles of association were drawn up and signed, and the parish was christened "St. James." In the first vestry were: Wardens, Andrew Bannister and James Boardman; treasurer, William Smith; clerk, A. McCreary; vestrymen, Sidney Smith, James Slater, William Robinson, William Phillips and George Ramsbottom. The results which have followed this humble but earnest beginning are said to have had no parallel in the church. Through the kindness of the heirs of the Rodman estate a disused school-house was loaned free of rent to the parish, and there services were for some time held. Plans for the erection of a new church were taken in hand almost immediately. On Easter day, April 21, under the direction of Judge Alanson Borden as justice of the peace, the parish received its legal organization and title, and Mr. Proctor was instituted rector. Enough money having been secured by subscription and otherwise, the parish purchased the site where the church now stands, at the corner of County and Linden streets, June 6. On Saturday, June 15, ground was broken on the new lot with appropriate services by Rectors Rowland and Proctor, and on Friday, July 25, St. James's day, the corner-stone was laid with impressive ceremonies. Rev. Dr. Mulcahey, of New York, formerly of Grace Church, and Rev. Mr. Rowland made addresses, Rev.

Mr. Proctor laying the stone. Tuesday evening, December 24, 1878, the church was occupied for the first time, although the edifice was not wholly completed until February, 1878. So, practically by the exertions of only the parish itself, St. James's church became an actuality in less than a year's time. Since then the parish has been self-sustaining. In the first four years $16,000 was raised in cash offerings and memorial gifts. The Rev. Mr. Proctor remained with the church he had founded for a period of seven years, being succeeded in 1885 by Rev. Charles E. Barnes, who continued in the rectorship until 1890, when the present rector, Rev. Henry Aiken Metcalf, took charge of the church. He is a native of Lowell, and a graduate of Berkeley Divinity School, at Middletown, Conn., under the preceptorship of Mr. Newham. Among those who have freely and willingly helped the parish from the first is Mrs. S. Rodman Morgan. She has been its strong friend and through her efforts and faithful exertions in securing the purchase of the land for the church edifice, much of the present prosperity is due. The officers are: Clerk and treasurer, John W. Macomber; senior warden, George Spencer; junior warden, N. B. Kerr; Frank T. Smith, Frederick B. Macy, Abram S. L. Gurney, William B Allen and John J. Connell, with the officers form the vestry.

St. Martin's Episcopal Church.—This church is an outgrowth of a Sunday-school which developed into the Olivet Mission, and was originally established to accommodate the English people of the South End. The first minister was Rev. J. Milton Peck, a non-resident, who preached one year. The next and present pastor is Rev. Alfred Evan Johnson, whose service began in October, 1888. In the summer of that year land was bought of the Potomska Mill Company, and the chapel which had been built for the original Sunday-school, was removed to the lot on Rivet street. Steps were soon taken to build the present stone church and the project received such support that the corner-stone was laid June 1, 1891. The first service was held April 16, 1892. The edifice cost about $20,000, and is a memorial to the wife of Rev. Mr. Johnson, who died December 3, 1890. The present officials of the church are John Ramsbottom, warden; Matthew L. Green, clerk; Mrs. E. C. Dana, treasurer.

First Presbyterian Church.[1]—This church is situated at No. 100 High street, and is comparatively a new church. The first services for Presbyterians in New Bedford were held in Howland Chapel, October 17, 1886, by Rev E. W. Cummings. The work of organizing the church was placed in charge of Rev. W. Howell Buchanan, who held his first service January 9, 1887. A petition for organization was forwarded to the Presbytery of Boston, April 6, and the organization effected by a commission of the Presbytery, April 27, 1887, consisting of thirty-five members. The Rev. Mr. Buchanan was installed as pastor May 10, and remained with the society until June 6, 1888, at which time the membership had grown to fifty-eight persons. Rev. James Mitchell was placed temporarily in charge of the congregation June 20, by Rev. Joseph Sanderson, D. D., and was called to the pastorate January 27, 1889. Steps were taken in February, 1889, for the purchase of the edifice on High street, and the last services were held in the Howland Chapel January 27, and the first services in the new house of worship on March 6. Rev. Mr. Mitchell was regularly installed on June 5, 1889, and has since remained in the pastorate. He is a native of Ohio. The elders are elected to serve for three years, and the session at present consists of James Mitchell, pastor and ex-officio moderator, and Elders John K. Young, Wm. J. Cochrane, James F. Slade, and Wm. Lindsay, jr. The officers are as follows: John K. Young, president; James F. Slade, secretary; Adam Shaw, collector; Walter S. Macaulay, treasurer; John Savage, Wm. Riley, Wm. J. Cochran, Wm. Keith, and Wm. A. Lindsay, trustees. The Sabbath-school was organized by Rev Mr. Buchanan, February 6, 1887. It has been very successful. The officers are: William A. Lindsay, superintendent; Roderick McKenzie, first assistant superintendent; Thomas Donaghy, second assistant superintendent; Robert Lindsay, secretary; Elizabeth Waddington, treasurer; Thomas Waddington, librarian; John Riley, assistant librarian.

St. Lawrence Catholic Church.[2]—New Bedford has contained among its dwellers members of the Catholic Church from as far back as the beginning of the present century; but for a number of years they were few in numbers and without any place for public worship or priest to

[1] Prepared by Rev. James Mitchell.

[2] These sketches of the Catholic churches are taken from an article written for the *Evening Standard* by the late Mrs. Etta F. Martin.

conduct it. The place was known as a "mission post" for a number of years and priests came here from Boston and elsewhere to minister to the spiritual welfare of those who held to this faith. It was not until the year 1820 that the first house of worship was built for Catholics in New Bedford. It is supposed that Rev. Philip Lariscy was the first regular pastor to settle here, and it was under his ministry that the first house was erected. The land was on Allen street and was donated by Patrick Cluney. The building was erected by Dudley Davenport and cost about $800. Bishop Cheverus, of Boston in which diocese New Bedford was then situated, dedicated the building in 1821. This church served the purpose of the congregation for nearly thirty years, when it was discarded and the old Universalist Church was purchased for $3,000. This building was on the corner of Fifth and School streets, and the purchase was made in 1849. The former house was sold, moved away and ultimately cut in twain and made into two dwellings. The lot where it stood was then used as a burial ground until the present cemetery on Kempton street was purchased under the pastorate of Father Henniss, when the remains were removed to the new lot. The parish was settled under the patronage of St. Mary, the present name of the Fifth street building.

In the course of time the congregation of St. Mary's increased so much in numbers that more commodious accommodations were imperatively demanded. Father Henniss, then in charge of the church, addressed himself to supplying the need, and the land on which the present church stands, corner of County and Hillman streets, was purchased of Dr. Lyman Bartlett for $5,500, which sum was paid up within a year. When Rev. Lawrence S. McMahon came to the church in 1865, he found this vacant lot in possession of the church and $13,300 in the treasury. In May of the same year he purchased of the heirs of Washington T. Walker another lot of the same size of the first secured, and at its rear, paying for it $6,700. The first lot was used for the new church and the other for the parochial residence. In May, 1866, ground was broken for the new edifice, and in November of the same year the corner-stone was laid by the then Right Rev. John J. Williams, Bishop of Boston. The title chosen for the new church was that of the saint whose name its pastor bore—St. Lawrence, the martyr. The patron

saint of the greater number of the parishioners, St. Patrick, was chosen as the protector of the chapel connected with the church. After three years of labor the church edifice was finished and dedicated in 1870, the chapel having been finished in 1868 and dedicated in 1869. The architect of both structures was P. C. Keeley, of Brooklyn, the most widely-known and successful Catholic church architect in America. The builder was Thomas Murphy, then a resident of New Bedford. The original design calls for a spire about thirty-five feet high. The interior of the edifice is lavishly and harmoniously decorated.

For several years after the dedication of St. Lawrence Church the Catholics of New Bedford and its vicinity were in the jurisdiction of its pastor; the rapid growth of the Portuguese and the French Canadian colonies soon demanded separate spiritual guides. Hence, in 1867, the Portuguese element were favored with a priest from their native country in the person of Rev. F. Noya, but he died soon after reaching the scene of his labors. In 1869 Father Ignatius was appointed as assistant to Father McMahon, his special care being the Portuguese portion of the communicants. Further account of the Portuguese Church is given a little further on, and also of the Church of the Sacred Heart. In January, 1888, a division of the English speaking Catholics occurred and the parish of St. James was established. Under Father McMahon the St. Joseph's Hospital was established in 1872.

The succession of priests who have served the St. Lawrence Church is as follows: The successors of Father Lariscy before mentioned were Revs. Robert Woodley, P. Cannabar, Peter Connolly, Francis Kearnan, John Brady, Constantine Lee, James O'Reilly, James O'Bierne and James Maguire. Father McNulty was the first settled pastor, assuming charge previous to 1849 and remaining until 1853. He was transferred to St. Peter and Paul's, at South Boston, and died in Milton. His successor was Rev. Henry E. S. Henniss, who came to St. Lawrence not long after 1850. He died in 1859.

Rev. Joseph Patrick Tallon, who began as assistant pastor in 1859, was now promoted to the pastorate, and under his administration the church rapidly increased in prosperity. He made plans for the erection of a new church early in the war period, but the outbreak of that great struggle caused the abandonment of the project. He died September

4, 1864, at the early age of thirty-one years. Rev. Lawrence Stephen McMahon's pastorate began on New Year's day, 1865. He was a native of New Brunswick, where he was born December 26, 1835. He was educated in public schools, at the Holy Cross and with the Sulspicians of Montreal. Beginning the study of philosophy in St. Mary's Seminary, Baltimore, he was prevented from continuing therein by illness for a year, and finally spent three years at Aix, France, and was ordained at Rome in 1860. Returning to this country he was stationed for nearly two years at the Cathedral of the Holy Cross, Boston, when he volunteered to go with the Twenty-eighth Massachusetts Regiment to the field of war. Illness caused his early return to Boston. In 1863 he was sent to Bridgewater, whence he came to New Bedford. On the creation of the See of Providence Bishop Hendricken appointed him as vicar-general of the diocese, which he retained until his elevation to the episcopacy. On August 10, 1879, he was consecrated Bishop of Hartford, where he has most successfully filled the eminent office.

The present pastor of St. Lawrence is Rev. Hugh J. Smyth, under whose vigorous and able administration the parish has reached the highest prosperity. He has erected the parochial schools of St. Joseph's and St. Mary's, both of which are largely attended and admirably conducted. The addition to the church tower was made in 1886, and on Sunday, December 17, 1888, Right Rev. Matthew Harkins blessed the chime of bells.

St. John the Baptist, Catholic (*Portuguese.*)—From the time that New Bedford began commercial intercourse with the group of islands in the Atlantic known as the Azores, the number of Portuguese residents of the city has constantly increased. This was some sixty years ago. To-day the Portuguese colony at the South End numbers several thousand people. Father Noya, who came to New Bedford from the Azores in 1867, was one of the first to see the need of a minister among his countrymen resident here. But he had been in his new field of labor only a few weeks when he died. Prior to 1869 the Portuguese in and around New Bedford, consisting of some 800 persons, had been regular attendants at St. Mary's Church, now standing at the corner of Fifth and Spring streets. In that year Rev. Joao Ignacio da Incarnacao—Father John Ignatius — was stationed here. He was given a

hearty welcome by Father McMahon, now Bishop of Hartford, who materially aided the young priest until his people were sufficiently organized to support him. The use of St. Mary's was given them for some years. With the aid of the English speaking Catholics in the community Father Ignatius had so far succeeded in organizing his people in 1874, that ground was broken for the erection of a new church on the corner of Wing and Fifth streets. The corner-stone of the building was laid by Right Rev. Thomas F. Hendricken, late Bishop of Providence, September 27, 1874, and on the 27th of June, 1875, the Sunday following the feast of its patron saint, the church was opened for divine worship and was dedicated by the Right Rev. Bishop.

This church has been the training ground for many priests who are now scattered through the country, guiding the sons of the Western Isles, and many "first masses" have been sung within its walls. Rev. A. G. S. Neves consecrated the host for the first time therein, as also did Father M. da Terra, whose special work from St. John the Baptist Church is the Portuguese Mission in Fall River. Father da Terra was an ecclesiastic, and acted as master of ceremonies when Rev. Joao Manoel Tavares da Coito celebrated his first mass in the church over two years ago. Father Tavares died in California the last week of 1890. Following Father Ignatius came Rev. A. M. Freitas, who was in charge when the church was opened, and he was succeeded by the present pastor, Father Neves. The congregation is fast outgrowing the capacity of the present church, and it is probable that a new and larger one will supplant it at no distant day. Father Neves is a native of Pico, one of the Western Isles, lying about three miles to the southeast of Fayal. He came to New Bedford from Baltimore, Md., where his ecclesiastical studies had been perfected under the guidance of the followers of St. Sulpice in St. Mary's Seminary. His first mass was sung in the church of which he is now rector on June 25, 1883. He is at present the guiding star of the Monte Pio Association, an organization the purpose of which is fraternal charity and perpetuation of motherland. He drafted its constitution and was its president for several years. When he succeeded Father Freitas there was a debt on the church of about $16,000, which is nearly extinguished. Meantime he has purchased the cemetery for which was paid a sum between $4,000 and $5,000.

Church of the Sacred Heart (Catholic).—This church is composed of French Catholics and is situated at the corner of Robeson and Ashland streets. In the few years following 1870 the French Catholics had their spiritual wants ministered to them separate from those of the St. Lawrence Parish, the masses being celebrated and services held by Rev. Fathers Thomas A. Chandonnet, N. A. Riviere, and George Pager, who were assistants of Father McMahon at the Mother Church. It was at this time that the need of a French parish was felt to be imperative, and through the efforts of Father McMahon, land was secured and the corner-stone of the present church edifice laid in August, 1876. The structure, which was completed and dedicated in January, 1877, cost $20,000. Rev. George Pager was the first pastor of the new church, and remained with it for a period of five years, when ill health compelled him to resign. He died in the fall of 1882, only a few months after the close of his labors. His successor, Rev. J. A. Prevost, was appointed in March, 1882, and he found the church growing rapidly. Two assistants were given him in his work, his brother, Rev. Charles E. Prevost, and Rev. Eugene Bachaud. Father Prevost's pastorate was full of good fruits, and in 1888 he was transferred to the larger Church of Notre Dame in Fall River. On the night of September 27 he took a formal farewell of his people, his successor, Rev. J. A. Payan, from St. Matthew's, Fall River, the present pastor, being introduced to the parish on that evening. Father Payan celebrated his first mass in the Church of the Sacred Heart October 7, 1888. He is native of St. Ours, Canada, and continues to serve his people with much satisfaction, being assisted by Revs. J. A. Fauteux and J. Fortin. There are 4,600 souls connected with the church.

The church has a parochial home which cost between $3,000 and $4,000. There is also the Convent of the Sacred Heart, which contains nine school rooms, where the children of the parish are taught by Sisters of the Holy Cross from Montreal. This building cost about $16,000. In the rear of the Church of the Sacred Heart is a new parochial school lately finished, which was begun in October, 1890, and cost about $40,000.

St. Hyacinthe Parish.—This parish is also composed of French Catholics, and was the result of the rapid increase of the French of that

faith in the South End. It was set off in 1887 and at first comprised one hundred families, some of the clergy from the Sacred Heart parish officiating. The parish continued to increase in numbers and the present brick structure on River street west of County was built. There are upwards of 300 families, with 1,800 persons in the parish, and the pastor is Rev. Antoine Berube, who is a native of St. Anselm, Canada, and came to New Bedford from Notre Dame Church, Fall River, in October, 1890. A parochial school is connected with St. Hyacinthe.

St. James Catholic Church.—On the 8th of January, 1888, Rev. Father Smyth, of St. Lawrence Church, read to his congregation that a new parish was to be set off from the existing one and would be constituted of the people living south of Madison and Hawthorn streets. This action was taken chiefly on account of the growth of St. Lawrence parish. The first celebration of mass in the new parish was on the 15th of January, Father James F. Clark having been assigned to the church. He had previously been curate with Father McMahon, and in 1879 was transferred as curate to St. Mary's parish, Attleboro; in 1882 he was appointed pastor at Slaterville. He is a native of Taunton and was educated in St. Charles College, Maryland, and Montreal College.

The only place for worship that Father Clark could secure was the St. Mary's School building, which was soon fitted up on the interior for the purpose. At that time there was a mortgage of $5,000 on the school building and a debt of $3,000 was incurred in refitting the structure. With his native zeal Father Clark undertook the task of paying off this debt and providing a fund for the erection of a new church. In August, 1888, a tract of two acres of land on the corner of County and Rockland streets was purchased. P. W. Ford, of Boston, made plans for the edifice, which was designed to cost about $100,000. The work went on with commendable activity; but the beautiful edifice was not finished until the present year (1892) and was first used for the celebration of mass on Sunday, May 15. The building is 170 feet 6 inches by 96 feet 6 inches in outside dimensions, and will seat about 1,000 persons. It is constructed of granite. Father Clark has received the congratulations of the community upon the completion of his important work.

The following parochial schools are connected with the Catholic Churches of the city:

Parochial School of the Sacred Heart.—This school is located on Robeson street near Court. It is conducted by the Sisters of St. Croix, Sister Superior Marie St. Florence. There are nine teachers and 879 pupils.

St. Joseph's Parochial School.—Situated at the corner of Linden and State streets and conducted by Sisters of Mercy, under the direction of Hugh J. Smyth. Attendance 610.

St. Mary's Parochial School.—Located on Acushnet avenue at the corner of Wing street. Conducted by Sisters of Mercy. Rev. James F. Clark, superintendent. There are six teachers and 400 pupils.

Middle Street Christian Church.[1]—The first Christian Church in this city built its first house of worship where the Middle Street Christian Church now stands. In the year 1828 some difficulty arose in the church over the question of music, and owing to conscientious scruples about the result of the decision of the majority, nine members of the church petitioned to be dismissed honorably. Their petition was granted on Nov. 13, 1828, and they formed themselves into a new church. The names of those appended to the articles were Abram Gifford, Elder Hervey Sullings,, William Cranston, William Whitton, Warren Maxfield, Watson Ellis, Ezra S. Kempton, Samuel James, and James Barlow.

The meetings and services of the new church were first held at the residence of Obed Kempton, father of one of the members (Ezra S. Kempton), on the northwest corner of Purchase and Middle streets. The first persons to receive the ordinance of baptism were Mary Pease and Rebecca Gifford. After worshiping in the house of Mr. Kempton for about one year, the little church took possession of a new house built for the purpose, at the rear of Mr. Kempton's, before it was completed, the pastor, Rev. William Coe, using a carpenter's bench for a pulpit, and the congregation gladly sitting on pine boards placed on saw-horses, for pews. Here they continued to worship for more than four years, till in 1834 the society removed to its present house of worship, which had been vacated by the First Christian Church in 1833,

[1] Prepared by Rev. John MacCalman.

as the latter needed a larger house of worship, and so built the edifice now standing at the corner of Purchase and Middle streets.

After taking possession of its new home, the church for some time did not grow very rapidly, but in the latter part of the thirties, excellent work was done under the pastorate of Rev. Moses How, and for a time the church was very successful. One of the first if not the very first to be baptized and received into membership was Charles Searrell, who is still a member, and lives at 13 Kempton St.

In 1848, January 11, the church was reorganized, and adopted the name which it has since borne. The organization was then small, for only seventeen names appear on the roll, to which twenty-three names were added, however, during the year. Of the original organizers only three now remain, Charles Searrell, 13 Kempton Street; Abner Sherman, 87 Walden street, and Mrs. Mary J. Keen, 642 County street. Not only has the membership of the church passed through many changes, but the building has been altered in many ways during the last forty-four years. The audience room is now one of the most cheerful in the city, having a seating capacity of about 400, the seats having been built and arranged for the comfort of the worshipers. The vestry is arranged for the most convenient methods of work in Sunday-school and prayer meetings, and the church is altogether a comfortable house for its size. The church has within the last few years lost some of its best members, among whom was Thomas Greenwood, one of the strong spiritual helpers whose work continues ever. He left the church the sum of $3,000 when he died. Another great loss was I. W. Benjamin, who had long been Sunday-school superintendent, and a good friend of the church in many ways. At present the church is in good condition in every respect, and is steadily growing. The present membership is 225. The pastors of the church have been William Coe, Luther Baker, Isaac Smith (dates lost), Moses How, January, 1837, to July, 1844. Obadiah E. Morrill, July, 1844, to 1848. John Brown, 1848. John Taylor, 1849–1850. James Taylor, 1850–1857. James S. White, 1857–1860. Benjamin S. Batchelor, June, 1860, to October, 1875. A. J. Kirkland, April to September, 1876. Z. T. Sullivan, November, 1876, to April, 1878. Daniel E. Craft, February, 1879, to May, 1880. Nicholas Summerbell, November, 1880, to April, 1883.

Thomas S. Weeks, September, 1883, to May, 1887. John MacCalman, January, 1888, to the present time.

The clerks of the church have been Abram Gifford, S. R. Brown, Ebenezer Keen, Isaac W. Benjamin, C. R. Sherman, Frank L. Davis, and Warren P. Tobey, who has been clerk now for eight years. Sunday-school superintendents have been S. R. Brown, Joshua B. Ashley, W. Bosworth, Thomas Greenwood, F. L. Davis, Warren P. Tobey, Isaac W. Benjamin, and the present superintendent, Herbert W. Hirst. The deacons of the church are Ambrose E. Luce, Henry W. Tripp, George L. Tabor, Benjamin F. Lewis, Warren P. Tobey, and Herbert W. H. Hirst. The church officers are, chairman, Henry W. Tripp; clerk and financial secretary, Warren P. Tobey; treasurer, Charles F. Cushing; church committee, H. W. Tripp, G. L. Tabor, W. P. Tobey, B. F. Lewis, A. E. Luce, Joseph S. Lewis, Charles T. Searrell, C. F. Cushing, and H. W. Hirst. The music is furnished by a choir consisting of B. F. Jenney, tenor; Chrissie Pearce and Lulu Tripp, sopranos; Ada Warren Lewis, alto; Joseph S. Lewis, jr., bass, and George W. Needham, organist.

North Christian Church.—This society occupies the church edifice at the corner of Purchase and Middle streets, which is familiar to every resident of New Bedford, and has for many years been one of its landmarks. The founders of the society were formerly members of the Baptist Church in Dartmouth, then under the pastoral charge of Elder Daniel Hix. They were "constituted a Christian church January 25, 1807." The names of the original members are as follows: Obed Kempton, Ruth Kempton, John Hathaway, Edith Hathaway, Jonathan Haskins, Sarah Haskins, Sarah Strange, Lois Hervey, Patience Hatch, Remembrance Wood, Nabby Tobey, and Betsey Chase. A meeting of the church was held September 26, 1811, at which Mr. Mandell was appointed to "keep the records;" Obed Kempton, treasurer; and Abraham Gifford "to receive the regular contributions." James Hammond was ordained as the first deacon by Elders Hix and Taylor, May 29, 1812. The first church edifice was erected on Middle street at the head of Sixth, in 1805, and the first clergymen of whom the records make mention, who preached for the church at different periods during its early existence, were Elders Daniel Hix, Frederick Plummer, John

Gray, Douglass Farnum, Benjamin Taylor, and Abner Jones. The first settled minister, as far as is shown, was Elder Benjamin Taylor, who commenced his labors in 1812 and continued with the society until 1819. During the year 1817 local troubles arose among the members, which resulted in a committee being selected August 19, to inform Elder Elias Smith, who had occasionally preached for the church, that he could no longer be received in that capacity, the objection being that he held and entertained views similar to those promulgated by the Universalists. Mr. Smith was the father of Matthew Hale Smith, and one of the founders of the "Christian Sect." He also was one of the originators of the *Herald of Gospel Liberty*, the first religious paper ever published in America. During the ministry of Rev. Moses How, Elder Simon Clough visited the church and officiated frequently, preaching during the greater part of 1823–24. On March 14, 1833, the church was reorganized and a charter of incorporation obtained from the General Court. It was during the same year (1833) that the present place of worship was built. At different times during its existence the church has for short intervals been without a pastor, one of these occasions lasting eighteen months, following the pastorship of Rev. David E. Millard, which ended in July, 1855. During this time the pulpit was supplied by a committee. The ministers who have served the church, with the periods of their service are as follows:

Benjamin Taylor, 1811–1819; Moses How, 1819–1826; Charles Morgridge, 1826–1831; Stephen Lovell, 1832–1833; Charles Morgridge, 1834–1841; Silas Hawley, 1841–1843; Philemon R. Russell, 1843–1843; Albert G. Morton, 1844–1851; William R. Stowe, 1852–1854; David E. Millard, 1854–1855; Samuel W. Whitney, 1857–1858; Tyler C. Moulton, 1859–1868; Austin Craig, 1868–1869; Albert J. Kirkland, 1870–1870; Oliver A. Roberts, 1871–1878; S. Wright Butler, 1879–1888; William T. Brown, 1888 to date.

The officers of the church and society for 1891 are: Pastor, William T. Brown; chairman of church and society meetings, Orrick Smalley; chairman of church meetings, Charles H. Taber; assistant, William H. Chappell; clerk, Charles E. Hendrickson; treasurer, Ezra J. Swift; trustees, William H. Chappell, Charles E. Hendrickson, Charles H. Brownell, Ezra J. Swift, David S. Bliss. Ezra J. Swift is superintendent of the Sunday-school and is assisted by Charles C. Russell, Mrs. Julia A. Clark, and Sarah D. Ottiwell.

South Christian Church.[1]— The services that led to the formation of this church began previous to 1851, in which and the succeeding year the building was erected by Messrs. Booth & Hathaway, at a cost of $4,000. Meetings were first held in the vestry of the church and on the 9th of June, 1852, the building was dedicated, the sermon being preached by Rev. George H. Eldridge. His connection with the church began in the previous April. In the following September the congregation was "constituted a Christian Church," composed of the following persons: Pardon Wilcox, Tillinghast Sowle, Cranston Wilcox, Josiah S. Bonney, William Miller, Henry T. James, William H. Macy, Barbara Sowle, Betsey Wilcox, Hannah H. Albert, Phebe A. James, and Sarah Chace. Elder Hervey H. Sullings was one of the early and most active members of the church and often supplied the pulpit when it was without a pastor. He died in December, 1859. Rev. George H. Eldridge was the first regular pastor and continued to April, 1856. After two years of vacancy in the pulpit, Rev. I. H. Coe came in December, 1856, and began his pastorate in April, 1857. He resigned after a pastorate of nearly thirty-three years, January 1, 1890, and was succeeded by Rev. E. C. Fry. The deacons of the church are Alvin Mosher, John S. Francis; clerk, W. D. Sherman; superintendent of Sunday-school, A. E. Buffington.

Spruce Street Christian Church.—At a meeting held April 26, 1859, in the old mission chapel on Cedar street, it was voted to organize a mission Sabbath-school society, to provide instruction for neglected children. The nominating committee consisted of Mrs. Hervey Sullings, Mrs. Washington Walker, Mrs. Edward Howland, Mrs. Abner H. Davis, and Mrs. Lewis Bartlett. The following officers were elected: President, Mrs. James Durfee; vice-presidents, Mrs. Washington Walker, Mrs. Hervey Sullings; secretary, Mrs. Harriet S. Pierce Hendrickson; treasurer, Mrs. George W. Parker; advisory committee, Thomas Mandell, James Durfee, Zenas Whittemore, Rev. Hervey Sullings, Joshua Ashley. George W. Parker was elected superintendent, Mrs. Abner H. Davis, assistant, and W. H. H. Allen, librarian. The school commenced with fifteen scholars, but the room was filled in a few weeks, and a chapel was built, the dedication taking place January 25, 1860,

[1] Prepared by Rev. I. H. Coe.

Rev. T. C. Moulton preaching the dedicatory sermon. In September, 1867, all property was presented to the new society, incorporated under the name of the Spruce Street Mission Society. In 1868 they commenced to have preaching by a settled pastor and in June, 1869, it became an organized church.

Rev. W. S. Emory was the first who had charge of the mission, and after six months, Rev. Nicholas S Chadwick, of West Mansfield, was employed as agent. When the church was set off as a separate society, June 28, 1869, Mr. Chadwick became the first pastor, and retained that position until March 26, 1871, when he resigned and was followed by Rev. James Thomas, who served from February 4, 1872, to September 1, of that year. The ministers of the church since Mr. Thomas, and the dates of their service have been as follows:

Rev. Ellen Gustin, December 1, 1872, to February 23, 1873; Rev. Charles F. Burleigh, July 9, 1873, to April 28, 1878; Rev. Gardner Dean, January 25, 1879, to February, 1880; Rev. Allen Damon, July 14, 1881, to October 8, 1882; Rev. Willam H. Hainer, July 31, 1884, to January, 1888; Rev. H. M. Eaton, November 4, 1888, to April 22, 1889; Rev. George A. Conibear, April, 1890, to September 1, 1891.

Since the resignation of Rev. Mr. Conibear, the pulpit has been filled by the Rev. Isaac H. Coe, as a supply. Mr. Coe had for many years been identified with the Bonney Street Christian Church. The officers of the society are: Chairman, Ephraim J. H. Tripp; clerk, Isaac S. Thomas; treasurer, Mrs. Loum H. Faunce; trustees, Andrew W. Perkins, Loum H. Faunce, Ephraim J. H. Tripp, Isaac S. Thomas, and Herbert A. Potter; deacons, Isaac S. Thomas, Loum H. Faunce.

Advent Christian Church.[1]—In the spring of the year 1840 William Miller, of New York, delivered several lectures in New Bedford on "the second coming of Christ." The lectures were given in the North Christian Church. He fixed the date of the coming of the Savior as between March, 1843 and March, 1844, wisely refraining from definitely naming the day of the month. He found supporters among the members of other churches and soon about twenty withdrew from their former societies and formed a congregation to listen to the new doctrine. The number rapidly increased, and in the spring of 1843 Cummings Hall was hired and a large camp-meeting was held in Myrick's grove

[1] Prepared by Rev. W. A. Balch.

in the summer. The hall was given up not long afterwards and the meetings were held in private houses to 1845, when Sears Hall was engaged. In 1847 the church formerly occupied by the "Pacific" congregation was secured by this society and there services were held with considerable regularity for thirty-two years. In 1879 the present church was erected by the congregation on Foster street. The first settled pastor of the flock was Elder Joseph Miner, who remained about eighteen months. He was followed by J. B. Cook in 1848, who remained three years. From March, 1851, to 1855, Elder B. S. Bachelor occupied the pulpit. On March 10, 1856, a reorganization of the church was effected, and the pulpit was supplied by various persons until June, 1862, when Elder Walter Pratt came, but he withdrew in one year. From December, 1867, to October, 1868, Elders Ross and Matthews alternated in the pulpit. In 1871 George A. Brown took the pastorate and remained one year. July, 1873, A. M. Higgins came for two years. The pulpit was then vacant until 1881, when E. S. Moulton preached until August, 1883. In January, 1885, L. W. Smith was called, but resigned in September and was succeeded in September, 1886, by the present pastor, William A. Burch. The present deacons of the church are Ephraim E. Church, Ezra Wing, George W. Maker, Daniel A. McKenzie. The church committee are the pastor and Benjamin Irish, James G. Harding, Albert Gifford, Howard N. Dexter, Henry W. Hathaway, George F. Tripp, William H. Hambley, James E. Seamans, Ephraim E. Church, Ezra Wing, George W. Maker, Daniel A. McKenzie, James Schofield.

The Universalist Church.[1]— By whom, and at what time the doctrine of the Universalist sect was first promulgated in New Bedford we are unable to definitely state. The names of Revs. David Pickering and William S. Balch and some others have been mentioned as having preached in the place, prior to any established movement in its behalf. These well remembered clergymen were early and successive pastors of the old Universalist Church in Providence, R. I. The missionary visits of the former of these at least, were at a very early period, since his residence in Providence was long prior to any organized movement here. The first clergyman named in any society record was Rev. Alanson

[1] Prepared by Mr. Hiram Van Campen.

St. Claire. He was present at a preliminary meeting convened in the old town hall (our present police headquarters and district court room) November 2, 1833 to organize a society, and was chosen on the committee to draft a constitution. That instrument was presented at a meeting December 1 following, but his name does not again appear in connection with the movement. He preached here only about three months. Alden Bradford, esq., issued the warrant under which this action was taken. Barzillai Luce was chosen moderator and Hamilton L. Glenn was chosen secretary. The organization was completed and officers elected January 6, 1834. A few other meetings were held, but the organization was evidently very short lived for no further record of it appears. In April, 1836, on the 19th, a meeting was held in the town hall for the purpose of forming a Universalist Society. At this preliminary meeting a constitution was ageed upon, and on the 25th of April a warrant was issued to Asa Pierce by Henry H. Crapo, esq., to legally call a meeting May 3, to complete the organization, at which meeting Esquire Crapo presided. The officers elected at this meeting were Caleb Thaxter, moderator; Asa Pierce, clerk; and Wright Brownell, Allen Taber and Slocum Allen, standing committee; Nathan Burgess, treasurer; Seth McFarlin, Reed Haskins and Asa Pierce, assessors, and Allen Taber, collector.

At this meeting a committee was appointed to select a site for a meeting-house. That committee reported at an adjourned meeting May 9, and their recommendation of the lot upon the southeast corner of Fifth and School streets was adopted, and a building committee consisting of Barzillai Luce, Wright Brownell, David Wadsworth, Lorenzo Smith, Reed Haskins, Slocum Allen and William Bates was chosen and instructed to proceed forthwith to erect a house of worship upon the lot selected. The plans and style of architecture were all left to the discretion of the said committee. Its work proceeded with such rapidity that on September 13, only four months later, a meeting convened in the Universalist meeting-house to make provision for the sale of the pews. At this meeting Rev. John M. Spear presided. This is the first mention that we find of his name, although it is quite evident that the zeal and method of a good pastor, as he certainly was, are manifest in the proceedings of the few months of the existence of this

young and vigorous society. One, and so far as we can now judge only one, mistake was made in this rapid movement. They did not properly count and adequately provide for the cost of their undertaking. A debt was incurred, finally secured by a mortgage of the church property, which was a continual embarrassment, and finally after a series of years caused the dissolution of the society, the church having been sold in April, 1849. Rev. Mr. Spear served the society six years, resigning greatly to the regret of the society, August 6, 1841. Rev. L. L. Sadler supplied the pulpit for a few months. Rev. G. T. Farnsworth then became pastor and remained two years. Rev. S. S. Fletcher succeeded him in May, 1844, and resigned in June, 1846, and was the last settled pastor. Only occasional services were held until the dissolution in 1849. The avails of the sale of the church canceled all its debts, and the balance was distributed among the pew owners.

After the sale of their church quite an interval ensued before any meetings of Universalists were held. During the summer of 1851 a few meetings were held in various halls in the city, prompted largely by the zeal and enthusiasm of various persons who had meantime moved to the city from other places. Mr. William Hall and a Doctor Hatch were prominent in this, and Doctor Hatch, though a layman, preached on several occasions, and the venerable father, William Bell, officiated several times. In the autumn of that year Mr. Hall was instrumental in securing the settlement of a minister of that faith. Sufficient interest had been awakened to hire Sears Hall, and to raise by subscription a sum deemed adequate to justify the settling of a pastor to organize and and lead the flock.

On the third and fourth Sundays in September Rev. Hiram Van Campen preached to audiences of 100 and 175 persons. He subsequently preached three other Sundays, and finally moved to the city, and on November 30, 1851, commenced his ministrations as pastor.

On the 9th of December a petition was gotten up, signed by William Hall, Paul W. Sherman, John M. Foster, Thomas N. Allen, Benjamin Ryder, H. G. O. Cole, Frederick B. Silvester, Nathan Burgess and Cyrus M. Vaughan, addressed to Edwin L. Barney, a justice of the peace, to issue a warrant calling a meeting on the 15th of December, for the purpose of organizing a society. At that meeting Esquire

Barney presided. The following were chosen for the officers: Standing committee, Edwin L. Barney, John P. Knowles and Andrew G. Hayes; Harrison G Lowell, clerk and treasurer, and Paul W. Sherman, collector. A constitution was adopted which contains the following declaration of faith, which is the only authentic creed ever put forth by the Universalist churches, having been adopted by the general convention of Universalists, at Winchester, N. H., A. D. 1803, as follows:

"We believe that the Holy Scriptures of the Old and New Testaments contain a revelation of the character of God, and of the duty, interest and final destiny of mankind.

"We believe there is one God, whose nature is love, revealed in one Lord Jesus Christ by one Holy Spirit of Grace, who will finally restore the whole family of mankind to holiness and happiness.

"We believe that holiness and true happiness are inseparably connected; and that believers ought to maintain order, and practice good works, for these things are good and profitable unto men."

The attendance upon meetings was large. The friends of the cause began to take heart after the discouragements of their previous failures, more and more attending each successive service.

On the first Sunday in May, 1852, a Sunday-school was organized and was, from the first, well attended, and has always been an important branch of the church work.

Mr. Van Campen continued the pastoral charge two years, when he, having become engaged in secular business, resigned the pastoral relation November 20, 1853. He, however, continued to supply until Rev. B. V. Stevenson, his successor, assumed the charge, February 18, 1854. An encouraging degree of prosperity continued, and during the first year of his pastorate a movement was begun which was consummated by the erection of the Universalist church on William street in this city. It was finished and furnished throughout, *and free from all indebtedness*, was dedicated August 15, 1855, just midway of Mr. Stevenson's incumbency of three years. A distinct church organization was effected in October of that year, which has since continued, although the legal corporation denominated "The First Universalist Society of New Bedford," in the opinion of many, sufficiently conforms to the requirements and characteristics of a primitive Christian church, rendering the other nearly or quite superfluous.

In October, 1857, Rev. J. J. Twiss became pastor of this church. About this time a period of unusual religious interest prevailed, a general and genuine revival of religion in which this church participated, so that his ministry with us marked a period of its greatest prosperity. Mr. Twiss became very popular outside of our parish by his active temperance labors and other good works which so characterized that peculiar revival period. His resignation, therefore, which was so profoundly regretted by the parish, caused very general regret among our citizens. He closed his labors with us September 11, 1859.

During the following month Rev. T. E. St. John was engaged to supply our pulpit for three months, which resulted in his settlement as our pastor, and his ordination followed. Although his first pastoral settlement, his ministry was attended with increased prosperity to our parish, but was too soon terminated, his resignation being tendered February 19, 1862, in order to accept the pastorate of our church in Worcester, Mass.

The loss of two pastors in so brief a period, to whom our people were so greatly attached, could not but have a disheartening effect, and longer intervals intervened between pastoral settlements. Rev. S. L. Roripaugh was settled January, 1863, but ill health, which our climate materially aggravated, compelled him to leave. Rev. Geo. W. Skinner succeeded him, but remained but one year. Then followed a more stable and prosperous season under the able pastorate of Rev. Isaac C. Knowlton. He succeeded Mr. Skinner in January, 1866, and continued until March, 1871, which was the longest pastoral settlement our church had then enjoyed, and that permanency and stability were of very great benefit to all the interests of the church.

Following Mr. Knowlton's removal quite a long period intervened with no stable pastoral settlement. Rev. C. B. Lombard remained with us for a few months, but ill health compelled his removal, when Prof. Shipman of Tuft's College supplied us for quite a period, until his college duties forbade the continued tax upon his time. Repeated attempts were made to settle a pastor, and the pulpit was almost constantly supplied until in October, 1875, Rev. J. H. Farnsworth became our pastor and very zealously and faithfully labored with us until 1877. Rev. W. C. Stiles was our next pastor, continuing his labors with no very marked

success during two years or more, when he renounced Universalism, united with the North Congregational Church in this city, applied for a license to enter the ministry of that church, but still claiming to be pastor of our church, was dismissed by its standing committee with the full approval of the society, July 23, 1880. Rev. C. R. Tenney, of Mattapoisett, supplied our pulpit one service each Sunday until August, 1881. The church was then closed for quite extensive repairs and improvements, and was re-opened in April, 1882, when the long pastorate of Rev. Dr. Flanders commenced. His well known ability as a preacher, writer and scholar, especially in the field of oriental literature and religious research, are too well remembered in this city to require extended remark. His labors in this parish continued during more than nine years and were terminated by his resignation November 1, 1891. Without any interval the pulpit has been regularly supplied each Sunday. On January 31, 1892, a unanimous invitation was extended to Rev. William F. Potter to become pastor of the church. He subsequently accepted the call and commenced his labors in that capacity on the first Sunday of April last.

During all this period of forty years of varying success the Sunday-school has been steadfastly maintained. The first fifteen years it was under the supervision of Mr. Van Campen, under whose pastorate it was organized. Mr. Benjamin F. Brownell succeeded him as superintendent for five or six years, since which time its present zealous and efficient superintendent, Mr. Hosea M. Knowlton, has faithfully conducted its affairs.

This closes the history of Universalism in New Bedford. The parish has at no time been large, yet has it at no time been devoid of a wholesome influence in this community. It has steadfastly maintained distinctive Universalism, as a scriptural Christian doctrine. It has always been a staunch defender of Divine revelation, whence it has ever drawn its strongest props. Upon Jesus Christ as the "corner-stone" of the true Church, it has ever aimed to rear the citadel of its Christian faith, hope, and character. As such it seeks an humble memorial in the history of the beautiful flourishing city of New Bedford, in which it rejoices to have been planted.

Rockdale Free Chapel Association.—This society was organized March 19, 1873, and the chapel is situated in the northwest portion of the city, in the suburb known as Rockdale. The officers are Elias Terry, president; Andrew B. Hathaway, vice-president; George B. Hathaway, clerk; Elias Terry, John P. West, James T. Almy, trustees.

The Cannonville Chapel is situated at the corner of Rockdale avenue and Kempton street. There is no settled pastor, but Sabbath-school services are held each Sunday at 12.30 P. M.

Christian Scientists.—In January, 1887, a school was organized in this city known as the Christian Science Bible School. The leader was J. E. Brierly, who came to New Bedford from the Massachusetts Metaphysical College, of which he is a graduate. The officers were elected for one year, and were the following: J. E. Brierly, superintendent; Mrs. Clara Hicks, treasurer; Miss Mary J. Eldredge, secretary. It was voted to take a collection at each meeting, the funds thus raised to be appropriated to the spreading of the truth in such ways as might seem expedient. The Christian Science Religion was established by Rev. Mary Baker G. Eddy, a native of Tilton, N. H., who was an invalid much of her life, and who, in 1866, discovered the science of divine metaphysical healing which she afterwards named Christian science. The prayer meetings are held at the residence of Mr. Brierly, 187 Middle street.

Latter Day Saints.—This society was formed on Sunday, February 20, 1881, by a gathering of Christians who met at the house of the late Stephen D. Stacy, 34 Howland street. There were forty or fifty people present, many of them coming from the branch in Fall River, and they formed the New Bedford branch of the reorganized Church of Jesus Christ of Latter Day Saints. Elder John Smith, now pastor of the local branch, and Elder John Potts, of Fall River, had charge. Eight persons joined themselves together as the local branch: Stephen D. Stacy was duly ordained priest, Mr. Morris teacher, and Mr. William Talbot deacon. Mr. Morris was appointed clerk, and Mr. Shaw treasurer. Regular Sunday meetings were first held in Waite's Hall, which was occupied for about five years. Neptune Hall was then engaged, but subsequently the branch decided to meet at the residence of Deacon Talbot, 98 Dartmouth street, where meetings have been held since.

The branch grew and later a Sunday-school was organized. The officers for 1891 are: John Smith, elder; William Talbot, teacher and treasurer; William C. Murray, deacon; James William Talbot, clerk.

EXTINCT CHURCHES.

Pacific Church.—This church was organized October 8, 1844, with the following persons: Perry G. Macomber and wife, Samuel Bennett and wife, Ebenezer Rider, John W. Tripp and wife, George Perry and wife, John S. Holmes, Mrs. Susan Perry, Laban Thatcher, Sarah Allen, Hannah Chase, Fanny Thomas, Sarah Slocum, Sarah Cobb, Rebecca Albert, Thankful Hawes, Almira Ellis, Abby Copeland, Susan Vincent and Betsey Holmes. October 13, Rev. Sylvester Holmes and wife, Jonathan Wheeler and wife, Seth C. Nichols, Eliphalet Daggett, Esther Sowle, and others were received into the church. Sabbath afternoon, November 3, the following persons were admitted to membership by letter: I. H. Bartlett, Joseph Seabury and wife, Deborah C. Bartlett and Miss Abbie Jane Clapp. November 4, Perry G. Macomber and Jonathan Wheeler were chosen deacons. The pastors were as follows: Rev. Sylvester Holmes, Rev. Mr. Colburn, Timothy Stowe, Bernard Paine, T. C. Jerome, I. L. Harris, and Rev. C. J. K. Jones. The church disbanded April 17, 1878, the membership of nearly one hundred going to North Congregational and Trinitarian Churches, almost entirely to the former. The church property was sold to the Second Adventists.

Third Christian Church.—This church was organized in 1826, and was known as the African Christian until 1840, when the name was changed to Third Christian. The house of worship was on Middle street and was dedicated June 24, 1830. Sermon by Elder William Quint. Shortly after the society was admitted to the Christian connection. The names of those constituting the church were John Christopher, Joseph Antone, N. Anderson, Moses Shepherd, Samuel Wilson, Charles R. Cook, Samuel Richards, Ruth Johnson, Dinah Farmer, Rebecca Bailey, Sally Antone, Margaret Shepherd, Catherine Dixon, Jane Fute, Avis Williams, Charlotte Book, and Abby Christopher. The following were the pastors: Rev. Messrs. Washington Christian, Jacob Perry, Isaac Smith, Luke Waldron, Haves, Anthony, Hanson, Francis,

Sunrise, Beaman and J. B. Smith. To meet the expenses of repairs the property was mortgaged to the Five Cent Savings Bank, which foreclosed the mortgage in 1859 and the church became extinct. During the latter part of its existence it was known as the Free Will Baptist Church.

Cannonville Union Church was organized through the efforts of Messrs. Edward S. Cannon, Charles Cannon, W. H. Sturtevant, Ellis Bartlett, Isaac Bolles, and George W. Hathaway. A house of worship was built by William Wilcox, costing one thousand dollars, of which sum $750 was raised by Messrs. Cannon. It was dedicated December 9, 1841, sermon by Rev. G. F. Pool. In the spring of 1842 a church was formed having a membership of forty-two. The first settled pastor was Rev. Edward H. Hatfield, whose ministry began in 1849. He continued only six months; supplies were then procured until the next session of the M. E. conference when Rev. Charles Noble was sent to the church. After a year's service he gave up the keys to E. S. Cannon and conference relinquished the station. Mr. Cannon then employed Rev. W. H. Sturtevant, paying him his salary out of his own pocket. In April, 1852, Rev. Mr. Tripp, a Baptist clergyman, took charge and remained until the February following. Mr. Edward S. Cannon was the mainspring of this church.

The Centre Church was organized February 12, 1845. The following were some of the original members: James H. Collins, William H. Stowell, Isaac Bly, David Ilsley, Prentiss W. Cobb, Benjamin G. Wilson, Robert Luscomb, William Bly, Ruth Bly, Deborah Simmons and Eliza Tubbs. It was at first attempted to form a church of the Christian denomination, but the clergyman invited to do this declined. Invitations were extended to Rev. Messrs. Ephraim Peabody, Davis and E. B. Hall, of Providence, by whom the society was organized. Rev. Charles Morgridge was the first pastor. He preached until March, 1845, and was succeeded by Rev. Jonathan Brown, of Naples, N. Y., who officiated about three years without much success. The church then voted not to employ any but Unitarian ministers. In October, 1848, Rev. Moses G. Thomas was installed. His pastorship continued until 1854, when the financial affairs of the church became so full of embarrassment that it was voted to disband.

Mount Pleasant.—The Mount Pleasant Church owes its origin to Noah Tripp and some twenty-two others from the Pleasant Street Church. The house was built in 1852. In the commencement it was proposed to make it free to all denominations, but it was afterward deemed necessary to organize as a Methodist Church which was done April 19, 1854. The first pastor was Rev. E. W. Dunbar, who was followed by Rev. Messrs. Gavitt, Hinks, Worthing and Hamlen, who preached a year each. The house was then sold to the Baptists who held services but a short time.

MISSIONARY, BENEVOLENT AND CHARITABLE ORGANIZATIONS.

Ladies' City Mission.—Mission work began in New Bedford as early as 1826, when, in March, a religious tract society was formed composed largely of members of the North Congregational Church. The first president was Joseph Bourne, and the first secretary was Charles Morgridge, of the First Christian Church. No records have been preserved to tell the further proceedings of the society; but twenty years later another organization was formed from the various churches of Fairhaven and New Bedford. This society was principally the outcome of general interest awakened in June, 1846, by Rev. Messrs. Bliss and Holmes, of Boston, who addressed several churches here on the importance of tract societies. The new organization started under promising auspices and secured the services of Rev. Ansel J. Bourne as agent, but after a year's existence it was given up from want of financial support.

Contemporary with the above, another organization was formed by a number of gentlemen for a similar purpose, and in 1847 was changed into a city mission union. Its forces were augmented by the formation of a ladies' tract society as an auxiliary, and the whole was under the direction of a board of managers chosen annually from these churches: North Congregational, First Baptist, Pacific Congregational, Second Christian, Grace Church, County Street, Pleasant Street, and Fourth Street Methodist Episcopal Churches. Rev. Mr. Brigham acted as agent for a year, when the mission union disbanded, its members acknowledging their inability to carry forward the task they had undertaken. The tract society continued however, and in March, 1852, the

services of Rev. Mr Boardman were obtained. Mr. Boardman remained with the society one year, during which time three mission Sunday-schools were established, one at the corner of Purchase and Pearl streets, another on Smith street, and a third at the Bethel. He declined a re-appointment, and Tristam R. Dennison, was elected April, 1853, and served until his death early in 1892. In August he opened a school at Mount Pleasant, which was, in the following March, transferred to the religious society organized there. In May, 1854, another school was organized on Griffin street, and services were held in a room belonging to the city. A third school was established in the following July, in the western part of the city, and a building on Cedar street was purchased for its accommodation. All of these schools continued to flourish for a period of five years, the missionary devoting the most faithful attention to them all. The school at the Bethel at length became a part of that church, and in consequence of the inability to secure a superintendent for the Cedar street school, the latter was discontinued. The membership of the Griffin street school increased to such an extent that a subscription was set on foot looking toward the erection of another building. Through the exertions of Edward S. Cannon $2,800 were raised, and the well known chapel on South Water street, near Leonard, was built. For more than a quarter of a century services have been held twice every Sunday, a Sunday-school in the afternoon and a social service in the evening. The scholars are composed of the children of the poor and working classes, there being many of foreign birth, and the services are attended by a large percentage of seamen. The society managing the affairs at the little chapel was incorporated and reorganized February 1, 1868, under the name of the New Bedford Ladies' City Mission. The mission is maintained through the exertions of several churches, but the society disclaims all sectarianism.

The officers of the Ladies' City Mission for 1891 are: President, Mrs. Rachel Howland; vice-president, Miss Amelia B. Sears; clerk, Mrs. Helen R. Milliken; treasurer, Mrs. C. P. Rugg; auditor, Mrs. George B. Richmond; with a large board of directors.

Seaman's Bethel.—A history of this old and worthy institution includes a history of the New Bedford Port Society, to whom the Bethel owes its origin and to whose fostering care is due its success as a re-

ligious haven for seafaring men from all nations and of all creeds and sects. The society had its birth through the efforts of a number of New Bedford citizens, who had long had in mind the necessity of establishing a place of religious worship and protection for mariners. Among these was Samuel Rodman, jr., who was ever foremost in promoting the objects of the society. The meeting which had the organization of a port society under consideration, was held in the Merchant's Insurance office, May 17, 1830. Stephen Merrihew was chosen chairman, and H. G. O. Colby, secretary. A constitution was drawn up by a committee consisting of S. S. Smith, S. J. Vose, and J. F. Emerson. The second article of the constitution adopted, says: "The object of this society shall be to protect the rights and interests of seaman, and to furnish them with such moral, intellectual and religious instruction as the board of managers shall deem practicable." It at once became apparent that the society and those who were to receive its benefits would comprise members of many different religious denominations, and at the first annual meeting, June 3, 1831, it was resolved "That as the society is composed of different denominations, the form of worship in the seamen's chapel about to be built shall not be exclusively under the control of any sect." The society was incorporated by a special act passed February 15, 1832, and the first officers were: President, Samuel Rodman, jr.; vice-presidents, Timothy Merrit, Sylvester Holmes; recording secretary, Jonathan Tuttle; corresponding secretary, Gideon B. Perry; treasurer, James Tripp. The first chapel was erected in 1831, on a lot on what is known at present as Bethel street; the cost of the building, including lot, being about $5,000. An old house that had formerly stood upon the lot was removed to the south, and an observatory erected upon the new building, but was subsequently removed, fears being entertained that the structure was not strong enough to support it. The chapel was dedicated May 2, 1832, the Rev. Edward Taylor, of Boston, officiating, assisted by the different local clergymen. Upon this memorable day the Bethel flag was first unfurled to the breeze, "and from that time to the present, has never failed on every Sabbath morning to signal to the sailor, that there is here a temple of worship peculiarly his own, where he is welcomed on his return from his voyage, and where he can listen to the words of the blessed gospel 'without

money and without price.'" Until the completion of the chapel, services had been held in the old town hall, the several ministers of the town officiating in turn. The first regular chaplain was Rev. Enoch Mudge, who began his labors April 27, 1832. He remained with the society twelve years, resigning in July, 1844, having been a most efficient servant and worthy chaplain. The duties of a chaplain embrace not only the conducting of religious worship in the chapel, but carry him down on the wharves, among the seamen, where he is watchful for a chance to bring some neglected sailor under the care and protection of the Bethel and its moral influences. The Rev. Moses How succeeded Mr. Mudge, rendering the society fifteen years of faithful service. In August, 1857, Capt. David Shepherd bequeathed to the society $500, but in consequence of difficulties incurred in litigation, only $400 of the amount was paid over. In January, 1851, Sarah Rotch Arnold presented to the society the mansion of her late father, William Rotch, jr., for a "Mariner's Home." The need of such an institution had long been felt and the gift was generous and appropriate. Upon the death of Mrs. Arnold, in 1860, the society received from her a bequest of $10,000. Another legacy was that of Hon. Charles W. Morgan, in 1865, of $1,000 and another, that of Hon. James Arnold, of $6,000. In March, 1866, the Bethel was partially destroyed by fire, but the burnt portion was immediately rebuilt and the whole edifice thoroughly repaired. It was reopened July 26, 1867, with appropriate ceremonies and a sermon by Rev. L. B. Bates. At one time the merchants of this port paid a voluntary tax to the society on their tonnage, but when the decline in shipping set in, this revenue became so small that the society was compelled to depend to a large extent upon contributions. The special object of the society has been the moral improvement of seamen, and as the fund for pecuniary aid has been quite small, no effort was made to make the society a charitable institution until within the past few years. The presidents of the Port Society have been Samuel Rodman, jr., James Arnold, William H. Taylor, Joseph C. Delano, Thomas A. Greene, George Howland, jr., and Jireh Swift, jr. The secretaries have been Jonathan Tuttle, William H. Taylor, Joseph Ricketson, James B. Congdon, F. A. Washburn, Edmund Rodman, L. T. Wilcox, and James Taylor. The treasurers have been James Tripp,

John R. Thornton, Joseph S. Tillinghast, Thomas Pope, jr., Charles S. Randall, Jared Parkhurst, James B. Congdon, F. A. Washburn, Samuel H. Cook, and Nathan C. Hathaway. The chaplains of the Bethel have been Enoch Mudge, April 27, 1832, to July, 1844; Moses How, 1844 to 1859; James D. Butler, April 15, 1859 to 1863; Samuel Fox, 1863 to 1869; Rev. B. S. Batchelor, 1869 to 1870; James D. Butler, 1870 to January 3, 1889; E. Williams, 1889 to date. The officers of the society for 1891 are: President, Jireh Swift, jr.; vice-presidents, E. Rodman, J. E. Stanton; recording secretary, James Taylor; corresponding secretary, Rev. E. Williams; treasurer, Nathan C. Hathaway; with a board of managers.

The Ladies' Branch of the Port Society was formed June 12, 1833. Mrs. James Arnold was the first president, and Mrs. Thomas A. Greene the first secretary. The ladies have been of incalculable value to the society. From one fair held by them, in 1861, the magnificent sum of $1,800 was realized, of which one-half was applied to liquidate the debt upon the Bethel. This branch also maintained at one time a clothing store for seaman, which continued about four years. The members of the Ladies' Branch are principally engaged in going among the families of seamen to see where help and aid will do the most good. The officers of the Ladies' Branch for 1891 are: President, Mrs. Abner R. Tucker; vice president, Mrs. Gideon Allen, jr.; secretary, Miss Elizabeth H. Swift; assistant secretary, Miss Clara G. Allen; treasurer, Miss Mary K. Taber; with a numerous board of directors.

The Orphan's Home.—This institution occupies a building owned by the society, on West French avenue at the corner of Cove street. The home originated in the bequest of Miss Eliza Grinnell, who died in 1842, leaving $1,000 toward prosecuting the work in which, with a few others, she had been engaged for some years, that of "relieving, educating, and improving the condition of destitute children." A society was formed and incorporated in 1843, the funds at that time amounting to $2,866, and a hired house was used temporarily for a home. The society has at all times disclaimed sectarianism, and has accomplished much good. Orphans of both sexes and children without relations able to support them are admitted to the home. There are at present about thirty-two inmates. The officers for 1891 are: Miss Alice Preston,

matron; Miss Lillian F. Whiton, assistant matron; Miss Helen Clifford, secretary; Mrs. Wm. W. Crapo, treasurer; Mrs. Wm. J. Rotch, first directress; Mrs. C. N. Swift, second directress; Mrs. Frederick S. Allen, Miss Ellen Clifford, Miss Louise S. Cummings, Mrs. John A. Hawes, Miss Amelia Jones, Mrs. L. M. Kollock, Mrs. Eben Perry, Mrs. Otis N. Pierce, Mrs. Oliver Prescott, Miss Isabel M. Snow, Mrs. Walter Spooner, Mrs. Joshua C. Stone, Mrs. James D. Thompson, managers; Mrs. F. G. Callia, Mrs. I. D. Hall, honorary members; Thomas H. Knowles, auditor.

Union for Good Works.—This association was organized in 1870 at the instance of Rev. William J. Potter, in imitation of a similar organization at Providence, R. I., and was incorporated in 1872. Its object is "to do good and grow better." The work of the union is divided in sections which include hospitality, education and benevolence. It cares for the poor and at the same time aids them to be self reliant and self-supporting by tiding over times of need. It provides sewing or other work for needy women, maintains a sales-room for the handiwork of the indigent or the gentlewoman in reduced circumstances. The association has a large reception room in the Hicks building on Purchase street, well stocked with the best papers, periodicals and magazines, besides books and parlor games. Through the winter season a series of popular entertainments are held which are of a high moral and intellectual order and of small cost. The funds of the mission come from admission fees and annual assessments, contributions, legacies, and the public entertainment receipts.

James Arnold, who died in 1868, left $100,000 in charge of three trustees, the income (amounting to $8,000) to be given to the deserving poor of New Bedford. The union receives annually about three-quarters of this fund for the exclusive purpose of charity. The union has done an incalculable amount of good and is deserving of its reputation for being one of the best and far reaching charitable institutions of its kind in the State. The officers are chosen annually. The present board consists of: S. Griffiths Morgans, president; Joseph Buckminster, Mrs. Harriet A. Church, Mrs. Rebecca M. Frothingham, Albert W. Holmes, vice-presidents; Miss Anna Lawton, secretary; Frederick S. Allen, treasurer; Miss Abby S. Tobey, matron; Warren W. Sampson,

superintendent of amusement rooms; Thomas H. Knowles, John F. Swift, auditors.

Association for the Relief of Aged Women.—This benelovent association was established by a number of the ladies of New Bedford in 1866 and organized under the general laws. Its object is "to furnish assistance and relief to respectable, aged American women, of New Bedford." The association distributes several thousand dollars annually among worthy persons in the city. Among the prominent benefactors have been James Arnold, Thomas Mandell, Matthew, Edward W. and Susan Howland, Edward C. Jones, Thomas Nye, jr., and others. The association is controlled by no religious sect. The officers for 1891 are: Mrs. Oliver Prescott, president; Mrs. Charles W. Clifford, vice-president; Mrs. Henry T. Wood, treasurer; Miss Louise S. Cummings, secretary.

St. Luke's Hospital.—This institution is located on the west side of Fourth street, between Madison and Russell streets. Several meetings were held early in 1884 to take steps toward establishing a new hospital, but an organization was not effected until April 12 of that year. A lot was purchased with a large, airy house already erected thereon, and the hospital was at once put in readiness to receive patients. Among those interested in the movement were Horatio Hathaway, Edward S. Taber, Charles W. Clifford, Mrs. Benjamin Anthony and others. A woman's board of management has general charge of the hospital work, which has been exceptionally successful. There is connected with the institution a training school for nurses, which graduates a class each year. The hospital contains fifteen beds. The officers for 1891 are: Horatio Hathaway, president; C. W. Plummer, treasurer; Edward S. Taber, secretary; Miss J. E. Whitmore, matron; Drs. E. P. Abbe, G. de N. Hough, G. T. Hough, A. M. Pierce, C. D. Prescott, W. N. Swift, John T. Bullard, W. H. Taylor, secretary, visiting staff; Dr. J. J. B. Vermyn, ophthalmic surgeon.

Among the worthy charitable institutions that have been identified with New Bedford and its history, may be mentioned the Women's Reform and Relief Association, first organized in 1845, but not incorporated until April, 1859, when a home was provided "for all the

suffering and unfortunate class of women who are driven to the streets;" also for females coming to the city as strangers and in need of a refuge while seeking employment; the Dorcas Society, which was organized in 1831 by ladies of the Elm Street Methodist Episcopal Church, its object being to make and furnish clothing for the poor; and the Morning Star Beneficial Society, incorporated in May 1864, for assisting the sick or disabled members of poor families.

Young Men's Christian Association.—To George Williams, a young man not quite twenty-one years of age, a clerk in the dry goods establishment of Messrs. Hitchcock & Company, St. Paul's Churchyard, London, is given the credit of being the first who took steps towards the founding of the Young Men's Christian Association. This was in 1841, when he, together with eighty fellow clerks, first gathered for prayer and Bible study in the bed-rooms on the premises, after the work of the day was over. After many of these meetings had been held, a plan of organization was effected, and on June 6, 1844, after much prayer and exchange of thought, a Young Men's Christian Association was formed, the first in the world. From that day to this, the progress and success of the association in every part of the civilized world has been wonderful. In 1890 there were in North America nearly 1,350 associations, with a membership of about 213,000, holding property to the value of nearly $12,000,000. There are in the world in the neighborhood of 5,000 of these associations. The first of these associations in the United States, was organized in Boston, Mass., December 29, 1851. This was followed during the same year by organizations in New York, Buffalo, Washington, Baltimore, and New Bedford.

The New Bedford association existed but for a short time. It was succeeded by the Young Men's Christian Association of the County Street Church, formed April 30, 1867, the result of a meeting held in the vestry of the County Street M. E. Church, held April 21, 1867, of young men of that church "called to take into consideration the practicability of forming a society for the promotion of the cause of Christ." Leonard B. Ellis called the meeting to order, George M. Eddy, jr., was chosen chairman, and John L. Gibbs 2d, secretary *pro tem.* A committee consisting of A. P. Akin, L. B. Ellis and Thomas E. Bowman, appointed at the previous meeting to frame a constitution, made

its report, which was received and the constitution adopted. At a meeting held May 6 the following officers were elected: President, James Taylor; vice-presidents, L. B. Ellis, George M. Eddy; corresponding secretary, Robert Taber; recording secretary, John L. Gibbs; treasurer, Charles S. Kelley; standing committee, S. C. Hathaway, J. L. Roberts, A. P. Akin, W. Vincent, T. M. Gifford.

The founders of the association were James Taylor, Leonard B. Ellis, Savory C. Hathaway, Charles S. Kelley, Walter A. Vincent, Robert G. Bennett, Caleb L. Ellis, George M. Eddy, jr., James W. Macy, Nathan L. Paine, T. Merritt Gifford, Charles G. Ruberg, Llewellyn T. Smith, Nelson Bennett, John Woodward, Joseph Moody, John H. Rounds, Andrew Dunbar, John P. Caswell, E. Manchester, James C. Bradford, Frank H. Howland, A. P. Akin, Thomas E. Bowman, J. Sanford Roberts, Robert Taber, John L. Gibbs 2d, John P. Ellis, John H. Butman and Moses Redwood.

In 1869 George B. Richmond was elected president and served until 1877. Others served as president in the following order: George A. Covell, jr., George M. Eddy, jr., Edward T. Tucker, Edmund Rodman, Fred A. Washburn, and Robert F. Raymond, the present incumbent. Charles S. Kelley served as treasurer ten years.

As many young men belonging to other churches desired to become members of the association, but who were debarred because of a clause in the constitution limiting the membership to those belonging to the County Street M. E. church, it was voted September 5, 1867, to eliminate the clause and change the name to that of the Y. M. C. A. of New Bedford, and admit any young Christian man of this city as an active member on application.

In 1869 the rooms northwest corner of Union and Purchase streets, over C. H. & H. A. Lawton's drug store, were leased, though previous to taking possession the association occupied G. A. R. Hall over William T. Soule's store, Purchase street.

July 22, 1873, the rooms corner of Purchase and Union streets were damaged by fire, and the association occupied the rooms of the Union for Good Works during repairs.

Other rooms occupied were the third floor of Waite's building, William street, and the Robeson building, where it remained until the

property northwest corner of William and Sixth streets was purchased in 1889. They occupied the old dwelling-house thereon one year, until the association voted to build, when it removed to the dwelling-house nearly opposite on Sixth street.

The corner-stone of the present beautiful brick and stone structure at the northwest corner of Sixth and William streets was laid with appropriate and impressive ceremonies on Monday, October 6, 1890. On this occasion many of the most prominent and influential citizens of New Bedford were present. Among those who spoke were the Hon. William W. Crapo; His Excellency, Governor Brackett; Mayor Walter Clifford; Isaac B. Tompkins, jr., president of the Board of Trade; Rev. E. S. Rousmaniere; Rev. Alexander McKenzie, D. D., of Cambridge; Charles Kelley, chairman of the construction committee, and others. Prayer was offered by Rev. Dr. G. T. Flanders. The building was completed and occupied on Saturday, December 28, 1891.

In September, 1882, the association was incorporated under the name of the New Bedford Young Men's Christian Association, and a constitution and by-laws were adopted. Edmund Rodman was elected president; Charles E. Hendrickson, secretary, and Charles W. Knight, treasurer.

In January, 1880, W. P. Webster assumed his duties as general secretary. He was the first to serve in that capacity for the association. He was succeeded by C. W. Harned, R. M. Armstrong, Everett B. Stillson, and W. E. Lougee, the present general secretary, who was elected February 1, 1886. He shows a most thorough interest in the work.

The association at present has a membership of over 600 and maintains a library of more than 1,200 volumes, which is constantly being added to. The present officers are: President, Robert F. Raymond; vice-president, Ray Greene Huling; treasurer, Edwin Emery; clerk, Nathaniel W. Gifford; general secretary, Willis E. Lougee; physical director, William H. Kinnicutt.

The Ladies' Auxiliary, numbering 260, was formed in 1883, with Mrs. Hannah W. Smith as its first vice-president, and is a most valuable aid to the Young Men's Association, which is constantly the recipient of many valuable additions in the way of furnishing its rooms and otherwise. In fact, the Y. M. C. A. rooms are constantly cared for by

the auxiliary. Mrs. Smith, on removing from the city, resigned, having served nearly a year. She was succeeded by the late Mrs. George W. Ellis, who served until her death, nearly five years, working indefatigably, so long as her health would permit, in the interest of the auxiliary, and to her unremitting efforts is largely due the success and results attained. Mrs. G. T. Sanford succeeded to the presidency in 1889, and has since served in that capacity. The present officers are: President, Mrs. G. T. Sanford; first vice-president, Mrs. Lot H. Gibbs; second vice-president, Mrs. C. E. Hendrickson; secretary, Mrs. R. F. Raymond; assistant secretary, Mrs. C. W. Knight; treasurer, Mrs. W. W. Barry.

St. Joseph's Hospital.—This institution is under the care of the Sisters of Mercy, but patients are admitted without regard to religious belief. The property was purchased by the Catholics under the administration of Father McMahon, of St. Lawrence Church, and cost when ready for opening about $30,000. It was opened in 1872, with six wards, but this number has been reduced to three. The hospital is pleasantly situated on Pleasant street, and is supported wholly by voluntary offerings. The hospital staff for 1891 are as follows: Sister S. M. Nolasco, superior; Rev. Hugh J. Smyth, director; S. W. Hayes, M. D., physician in charge.

CHAPTER XXVIII.

THE PUBLIC SCHOOLS OF NEW BEDFORD.[1]

Means for the Maintenance of First Schools — "Pauper" Schools — Final Adoption of Free Schools — Establishment of the High School — Closing of the High School — Re-establishment of the High School — Grading of the Schools — School Visitors — Harrington Training School — Evening Schools — The Sylvia Ann Howland Educational Fund — Review of Public Education — Cost of Public Schools — The Swain Free School — The Friend's Academy — The Aimwell School — The Free Public Library — The New Bedford Lyceum.

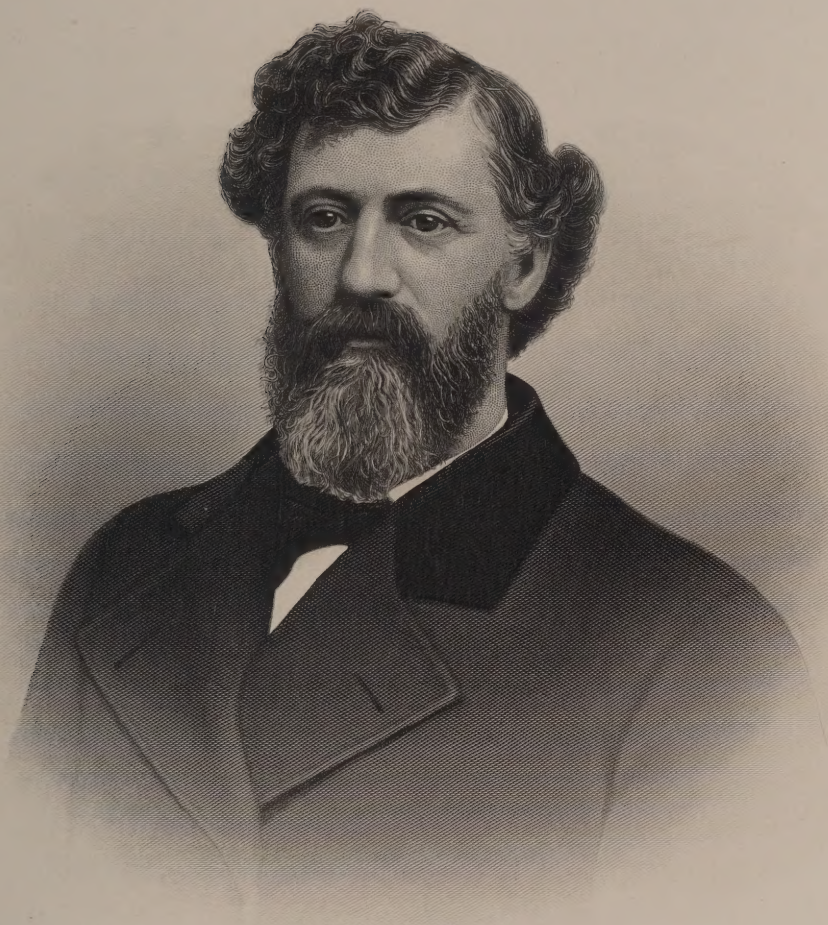
WHEN New Bedford was incorporated as a separate town, in 1787, its inhabitants had already for seven years been living under a State constitution which created a warm interest in public education, as an effective means of diffusing among the body of the people the wisdom necessary for the preservation of popular rights and liberties. Moreover, long years before, under colonial government, the Massachusetts idea of maintaining by public money, raised by taxation, both elementary and secondary schools had been put in practice by their ancestors of old Dartmouth. For we read in the Dartmouth town records as follows:

"Y^e^ 23^d^ of y^e^ month called March, 173¾, voted that each village shall have free toleration to elect a school-master for each village, to be paid by a rate upon each village, if the said village see cause to elect one, & that village which shall clear the town of being fined for want of a grammar school-master, by procuring a lawful one, shall receive ten pounds to be paid by the whole town in general, and that every person or persons in each of s^d^ villages shall have free access or liberty to send their children to s^d^ master for benefit of the lattin tongue, but no other."

In the same year William Lake was elected "grammar schoolmaster" at £45 a year. The "grammar school" referred to was one in which Latin grammar was the principal study and which gave preparation for the university at Cambridge.

In view of these facts, remote and near, it was not strange that the good citizens of the new town in the first town meeting should vote

[1] By Ray Greene Huling.



Engd by H.B. Hall's Sons, New York.

S. W. Benjamin

"that there be one person employed as a town schoolmaster in this town." For the next eleven years a vote was annually passed, "that the selectmen appoint the schoolmasters of the town according to law." It does not appear who these early teachers were, or how generally their schools were attended, but the policy of the town in those days evidently was to give an opportunity of free education to "all orders of the people," as the constitution quite recently, and the statutes of the Commonwealth for a century and a half, had provided.

At the town meeting held in March, 1798, however, the public schools of the town were put upon a much narrower and less democratic basis. Under an article of the warrant "to vote a sum of money for schooling poor children," a committee was appointed "to inquire into the number of poor children in said town necessary to send to school at the expense of the town." This committee, of which William Rotch, jr., was chairman, made their report in May, and the town's vote thereon was as follows:

"Voted, to accept the report of the committee who were chosen to report on the expediency of raising a sum of money to school the *poor children* in this town, and to raise two hundred dollars for this purpose.

"Voted, to choose a committee of eight persons to lay out the same sum *on those most needy.*"

The same committee was then reappointed with a single exception. Under their management the town school, instead of remaining a common source of education for all classes of youth, became a charity school, marking out its pupils as children of the indigent. The policy thus inaugurated continued to dominate the town's schools for more than a score of years. There was no public education except for the town's poor, and for these the appropriations ranged from $200 to $1,000 a year, averaging after 1812, when Fairhaven was set off, the sum of $470. As early as 1811 some citizens were alive to the unwisdom and even the illegality of the town's course, for the town voted "that a plan be reported for regulating schools for the instruction of children in uniformity to the existing laws of the Commonwealth." But nothing came of the movement. The influential citizens of the town were not then in sympathy with free, popular education. Hence for ten years longer the stigma of a pauper school was to be attached to the free school of this community.

In 1821, under the leadership of John Avery Parker, then the chairman of the school committee, better counsels began to prevail. Recognizing their rights and duties respecting free schools under the laws of the State, the voters appointed a committee of ten "to inquire into the state of public schools in town," and on their recommendation divided the town into six districts. In the same year of reform, 1821, the citizens had voted "to purchase or otherwise procure a building in which to keep the town school." The plans for this building were not approved until a year later, and the structure was not ready for use till April 23, 1823. Its cost with the lot, was $3,545.50.[1] This "town school" appears to have afforded a higher grade of instruction than that of the six district schools, and was doubtless intended to receive pupils from the whole town. There is one passage in the town records for 1824 that seems to show a high range of studies for an ungraded school, as all the schools doubtless then were. The record reads thus:

"Voted, that the town do dispence with the publick schools for the instruction of the Latin and Greek languages."

The action taken in 1821 succeeded in overturning the method of managing the public schools which treated them as charity schools. But this success was not maintained without an occasional defeat at one point or another of the line of advance. An influential minority remained in favor of private education for those whose parents could afford to pay for it. When circumstances favored, this element made earnest resistance to the broadening of public education, once overthrowing the high school for eight years. But as prosperity flowed in upon the town, popular sentiment grew stronger and stronger in favor of a liberal provision for education. Appropriations increased from $1,200 in 1821 to $5,000 in 1831, $15,400 in 1841, and $21,225 in the last year under town government. And for more than half a century this community has been in hearty accord, so far as public action is concerned, with the Massachusetts idea, first positively asserted in 1647, and never generally abandoned, which aimed at universal education through the agency of free schools supported by taxation, and controlled by the civil authorities.

[1] This was the "green school-house on Charles [now High] street," more recently known as the Kempton Street School-house, till demolished in 1871. The lot then cost $400.

By a law enacted in 1826 towns containing five hundred families were requested to maintain a town school of the kind now called the high school, but differing from the old grammar school in omitting Latin and Greek. Towns of four thousand or more inhabitants were required to maintain a higher grade of high schools in which the classic languages were to be taught. Thus the Commonwealth had incorporated upon its old plan of preparatory schools, a new element borrowed from Boston, which town had, in 1821, established its High School for Boys, and in 1825, its Girls' High School. The latter was given up after a single year, however. New Bedford very promptly obeyed the new legislation, and at the town meeting of 1827 established its High School. It would be interesting to know whether this was not the first town to comply with the new law.

The High School opened June 11, 1827, in the "green school-house," the newest and best in the town. John F. Emerson, previously for six months an assistant in the Friends' Academy, was chosen principal and twenty-two pupils were admitted.[1]

From the beginning the school was successful, and though the limit of attendance was raised to forty, applicants were far more numerous than vacancies. Sometimes a dozen were examined to determine who should have a single vacant desk. The very popularity of the school, however, excited jealousies, which, combined with older prejudices about public education for children whose parents were able to pay tuition, led to the abolition of the school in 1829. The Legislature of that year had made the high school law permissive instead of mandatory. Thereupon an earnest agitation arose in this town concerning the High School. The question of its retention was hotly debated in the New Bedford Lyceum. When the town meeting of 1829 came the contention waxed warm. Timothy G. Coffin led the forces of the adherents of the school and was supported by James B. Congdon. The opposition was led by Dudley Davenport, whose feeling had been strongly aroused by certain limitations on admission to the school.

[1] They were: George A. Bourne, George O. Crocker, William S. Crocker, Horatio A. Kempton, Alden B. Quimby, Frederic R. Sullings, Abby I. W. Bourne, Ann Maria Bourne. Harriet Bourne, Emeline Case, Eliza S. Coggeshall, Catherine G. Coombs, Caroline Crocker, Elizabeth Crocker, Sarah Ann Cross, Mary N. Hillman, Esther Holmes, Ann E. G. Kempton, Jane S. Smith, Mary R. Taber, Caroline N. Thornton, Rebecca S. Williams.

The supporters of the school had the weight of argument, but their opponents had the votes, and the school was abolished.

Mr. Emerson immediately opened a private school under the same name, the New Bedford High School, which was well supported for eight years.

In the spring of 1836 the advocates of a public high school secured a vote of the town investing the receipts of the State fund until the income from the invested amount, and the annual receipts from the State fund, together, should provide enough to support a high school.

Soon after, in the same year, the revised statutes were enacted, which made high schools mandatory in places as large as New Bedford. Thereupon the school committee reported in 1837 in favor of establishing "a school for the education of youth in the higher branches of learning." The town responded favorably with an appropriation, and June 19, 1837, the High School was reopened with John F. Emerson as principal and Amelia F. Baylies as assistant. To avoid the odium of the old name, however, it was termed the Public Grammar School for some five or six years. It was held in a building known as the Elm Street Academy, [1] and opened its sessions with sixty-two pupils selected by examination from over a hundred applicants.

The year 1829, which saw the abolition of the first High School, revealed a strong interest in lower schools. The restriction by which children under six years of age were kept out of school was removed, and additional provision was made for infant schools. A separate school for colored children was established, and plain sewing was introduced into one of the schools by vote of the school committee, which then had nine members. There were five schools taught in the place throughout the year.

The year 1837, which witnessed the re-establishment of the High School, was one of renewed interest in all matters pertaining to public education. By recommendation of the committee the "district system" was succeeded by the "town system" of management, though the school buildings remained the property of the several districts for a few years longer. There was also a readjustment of the salaries of teachers, and the

[1] The building subsequently degenerated into a bowling alley and was destroyed in the great fire of 1859. Its site was on the south side of Elm street, a short distance above Pleasant street.

adoption of a body of regulations for the schools, including a course of study for the "Grammar School."

In June, 1843, the public schools, which had hitherto been practically ungraded, except the so-called "Grammar School," were organized into four grades: "the Primary schools, for children between four and seven years of age; the Intermedial schools, for those between seven and ten years; the Grammar or Common schools, for those over ten years of age; and the High School, or that provided by law for the use of the whole town, which receives all pupils over twelve years of age, who, upon examination, are qualified to enter it." There were then six primary schools, nine "intermedial" schools, seven grammar schools, and one high school. The School Committee, then thirteen in number, also issued a revised list of regulations.

In the course of the next year, 1844–5, the Middle Street school-house was built, the first brick school-house in the city, at an expense of over 10,000 dollars, and the upper floor was occupied by the High School, while the lower was given to the Boy's Grammar School, formerly held in the "green school-house." The schools outgrew this building in a score of years and in 1868 it was enlarged and improved at an expense nearly double its original cost. In 1876 it was given up altogether to the Grammar School which now occupies it. The High School continued to flourish in its new quarters on Middle street with a steady increase of numbers and power. In consequence of failure of health, the first principal, Mr. Emerson, retired from service in 1861. His successor was Charles P. Rugg. In 1876 the school entered its present building, which occupies a whole square and cost, with the lot, $120,000. Mr. Rugg continued in charge of the school till the summer of 1886. Thus for the first fifty-one years of its history (1827–9, 1837–86) the New Bedford High School had but two principals. The present principal, Ray Greene Huling, received his appointment in 1886.

The Middle Street Grammar School was formed as mentioned above, by the transfer of a school from Charles street, in 1845. It has had as principals, Benjamin Evans, Woodbridge R. Howes, Luther L. Smith, Benjamin Evans (again,) James L. Barrell, Ivory S. Cornish, James M. Bunker, Dudley N. Griffin, George B. Buffington, Samuel Harrington, David A. Caldwell, M. C. Rodgers and the teacher now in charge, George H. Tripp, whose first election was in 1881.

The Parker Street Grammar School was organized in June, 1853. The building had been completed in that year at a cost of about $13,000, but has since been altered and enlarged. It has had but two principals, Ebenezer Hervey and Charles E. E. Mosher. The latter has been in service at this school since 1864.

The Fifth Street Grammar School was organized September 11, 1860, by the union of the Bush Street and Dartmouth Street schools. Some three years later the Grove Grammar School was also merged in this. The building was completed in 1860 and enlarged in 1874. Its cost, as it stands, has been about $47,000. Its several principals have been Sylvander Hutchinson, James S. Barrell, Charles F. King, H. F. Warren, Walter S. Parker, and the present incumbent, Allen F. Wood, whose election dates from 1872.

For several years previous to 1844 it was made the duty of the secretary of the school committee to visit all the schools in the central part of the town once a month, and those more remotely situated, once a quarter. In the year named this duty was transferred to the chairman. This official was Thomas A. Greene, a public spirited citizen, who gave to his duties on the school board as much time as any teacher to his school. This method of supervision continued until 1847, when, upon the organization of the enlarged committee, sub-committees were formed to inspect the various grades. This plan has never been abandoned, but after a few years it was felt to be insufficient, and an agitation began, as early as 1854, looking toward the appointment of a superintendent of schools. Success was not attained until 1861, when an appropriation was secured and Abner J. Phipps was elected to that office. To him was entrusted, under the direction and control of the board, the care and supervision of the schools, and, consequently, the principal labor of visiting and examining them. In 1864 Mr. Phipps resigned his position, to take a similar one at Lowell, and Rev. Henry F. Harrington was chosen to be his successor. His is a name which will long be associated with New Bedford public schools in the minds of educational students everywhere, for in his series of annual reports—twenty-two in number—he made such contributions to educational literature as to give to himself and the New Bedford schools even a European reputation. It was his custom to make his annual reports the

occasion of comment on correct theory and practice in school education. Possessed of keen observation and a facile pen, he never lacked readers, and came to exert a wide influence. Though the infirmities of years increased upon him, as secretary of the various sub-committees he still guided the course of the schools when unable to exercise a close supervision over them. Meanwhile his very weakness induced these sub-committees to be especially careful in their inspection of the schools. His service to our city was closed by death in the summer of 1887. His successor, the present superintendent, is William E. Hatch, whose election occurred in the spring of 1888. Within the last decade the work of superintendent in this city has become much more arduous and varied than formerly. The multiplication of schools, teachers and pupils incident to the constant growth of the city, and the operation of the Free Text Book law, by which is necessitated the purchase, distribution and care of a vast amount of supplies, together with the more frequent meeting of the sub-committees, have combined to make "the care and supervision of the schools" a laborious and complicated duty.

One department of the public schools of recent addition is the Harrington Training School. For many years it had been felt that the method of recruiting the teaching force of the city was inadequate. In 1889, on the completion of a new and elegant school building, a Training School was established, in which two experienced teachers instruct and guide groups of pupil-teachers in a course of mingled study and practice, based on the principles of education and the methods of teaching common school studies. Pupils of the first six years of school life are included in the school organization, to give opportunity for school-room work. Graduates of high schools and normal schools are admitted as pupil-teachers, on examination, in each September and February. The course covers a year and a half. After six months these pupil-teachers receive pay. The school is doing much good in preparing skilled teachers for our elementary schools.

Public evening schools for adults were authorized by law in March, 1847. In December, 1848, the first were opened in New Bedford, one for "males," with H. W. French and Cyrus Bartlett as teachers, and one for "females," with Onslow Hemenway and Mary T. Congdon as teachers. The enrollment was then 127 males and 154 females. These

schools seem never to have been discontinued. At first and for a long time they were devoted to the common school studies, as they still are in the main; but later, special schools in drawing have been added. In the last year there were five elementary evening schools with forty-eight teachers, and a drawing-school with three teachers. The total enrollment of pupils was over 2,100.

There are several school buildings in the city which in a fuller account of the school department would demand a prominent notice. These are the Cedar Grove, Acushnet Avenue, Thompson Street, Maxfield Street, and I. W. Benjamin schools, all of which are modern in their appointments and a credit to the city. There are several other buildings, however, which must soon give way to the march of improvement, as the needs of the schools press upon public attention. By the latest school report it appears that we have twenty-two school buildings, with 142 rooms; of these rooms twenty-three are occupied both day and evening during the winter. These buildings furnish 6,090 seats.

The total enrollment of pupils in the public day schools for the year 1891 was 6,383, an increase of 530 over the year preceding. There were also in attendance on private and parochial schools, according to the census reports, 1,866 pupils between five and fifteen years of age. These reports give also the statement that 1,359 children between the same ages were in attendance on no school. As the age of compulsory attendance in this State is from eight to fourteen, doubtless the above report of non-attendance includes children under eight whose parents have not yet placed them in school, and those over fourteen who have completed their school-time under the law. The superintendent seems justified in his belief that the number of pupils in this city who evade the laws relating to school attendance is very small.

The system of public schools in operation in our city, therefore, is a very comprehensive one. It admits the pupil at the age of five and sends him progressively through the primary, intermediate, grammar and high-school grades, whence he should in due order graduate at the age of eighteen. It further supplies a limited number of selected pupils with training for the teacher's position for an additional year and a half. It also provides ungraded schools for the less populous portions

of the city and for those pupils whose schooling must be fragmentary. It supplements these educational opportunities by opening evening schools for those who must use the day for labor. And in all these schools it supplies without cost to the pupil or his parent the building and its appointments, the instructors, and all books and other supplies needed to conduct the work of education. In this way the good people of New Bedford in their corporate capacity are providing for the intelligence of our future citizens, and so far the perpetuity of our political institutions.

But in addition to all this, the children of New Bedford and their teachers have one especial advantage in their public education which make them privileged beyond most others, even in this favored Commonwealth. This is the existence of the Sylvia Ann Howland educational fund. This fund was created by a bequest of the estimable lady whose name it bears, and amounts to $50,000. This sum is so invested as to yield an annual income of $3,000, which is under the control of the School Committee to be "expended and used for the promotion and support within the city of liberal education." But the ordinance by which the School Committee was made trustee, provided that no act of the School Committee should allow the application of any part of the income from this educational fund to supply any deficiency which may at any time exist in the appropriation of the city for the ordinary purposes of the schools. Thus the board is free to provide what may be termed the luxuries of education in much greater profusion than otherwise would seem just to the taxpayers of the city. The trust has now been administered with great wisdom for more than a score of years. In every school building may be seen appliances derived from this source which tend to chasten and refine the taste, to cultivate habits of observation, to enlarge the scope of instruction, and by making school-rooms pleasant and school-hours happy, to regulate the feelings of pupils, improving morals and confirming characters on a purer and sounder basis. There is no doubt that the presence of this fund is a constant aid to the efficiency of the public schools. In particular each teacher is made to feel that whatever he can demonstrate to be of genuine value for his school will be generously placed at his service.

By way of review we may say that in a humble way public education was attempted at the very origin of the town of New Bedford, that subsequently it fell into decay and degenerated into the mere support of pauper schools, but that in 1821 its scope was again made general and its management became democratic. We observe that in 1837 the control of schools was assumed by the town, that in 1843 the schools were graded, and that in 1848 supervision of them began to be systematized. The High School dates from 1827, with a gap in its history from 1829 to 1837; the schools of the primary, intermediate and grammar grades developed out of ungraded schools as early as 1843; and special schools, like the mill schools, the evening schools, and the training school, were added to the general system as need for them was felt. The early schools were confined to the elementary subjects of study, but as early as 1824 secondary subjects were matters of public action. Sewing was introduced in 1829, drawing was taught in the High School in 1837, and music came in with Jason White in 1856. Written examinations are first mentioned in 1845. The schools of this community in respect of subjects and methods of instruction, as well as of buildings and appointments, have been kept in close touch with modern improvements, and have ever borne a good name when compared with those of other American communities similarly situated. They have had the generous service of three generations of earnest citizens as committeemen and of a host of faithful teachers. They have educated a vast army of children, many of whom have done valiant service in times of peace and of war, and who constitute a most valuable element in the community as it exists to-day. The following table shows that the city has had to pay an increasing price for its ever-increasing prosperity and its enlarging population, but close observers of public interests will unite in declaring that our public schools are worth all they cost, for education is indeed "the cheap defense of nations." And never did nation or local community need the assimilating efficacy of public education more than our own noble nation and our own loved city.

COST OF NEW BEDFORD PUBLIC SCHOOLS.

1848	$20,571 17	1863	$32,154 59	1878	$84,119 31
1849	24,658 62	1864	39,617 01	1879	75,341 15
1850	22,754 80	1865	40,193 40	1880	71,430 37
1851	24,992 15	1866	51,379 95	1881	61,504 70
1852	30,774 19	1867	57,421 81	1882	76,866 07
1853	37,297 35	1868	56,598 94	1883	77,565 61
1854	40,347 29	1869	62,259 56	1884	86,888 90
1855	35,698 71	1870	62,392 47	1885	94,301 93
1856	49,939 34	1871	62,862 05	1886	91,375 84
1857	49,530 86	1872	68,819 80	1887	98,575 50
1858	47,924 20	1873	69,940 18	1888	100,033 05
1859	46,337 42	1874	71,442 75	1889	106,292 89
1860	45,329 60	1875	77,715 09	1890	113,410 19
1861	43,590 09	1876	78,528 76	1891	121,410 94
1862	40,054 33	1877	81,376 53		

The Swain Free School.[1]—William W. Swain was born in Nantucket, January 20, 1793. He was the sixth of nine children of Thaddeus Swain (son of David Swain) and Martha Hussey. In November, 1800, the family moved to New Bedford and occupied a house which they had built on Bridge street. The house still stands on the northeast corner of Middle street and Acushnet avenue. William W. Swain married, October 27, 1818, Lydia Russell, the daughter of Gilbert and Lydia Russell. Of the two children of this marriage, one died very young, the other, Robert, was born February 21, 1823, and died in Harrisonburg, Va., June 15, 1844. An invalid from his ninth year, he had, nevertheless, studied diligently, had attended Phillips Exeter Academy and was graduated at Harvard University. He had borne his affliction bravely and had won friends wherever he went. The father and mother live again in the boy's letters. These were printed in a "Memoir of Robert Swain, Boston, James Munroe and Co., 1847." The Rev. John H. Morison, of Boston, an intimate friend of the family, writes thus of Mr. Swain in a recent letter:

"He always had a great love of boys and girls. When his son, so full of promise, died, and he was left very desolate, his thoughts turned more and more earnestly towards some scheme by which he might help to make life more rich and valuable to those who should be born in the neighborhood where he lived. Gradually the idea of a school shaped

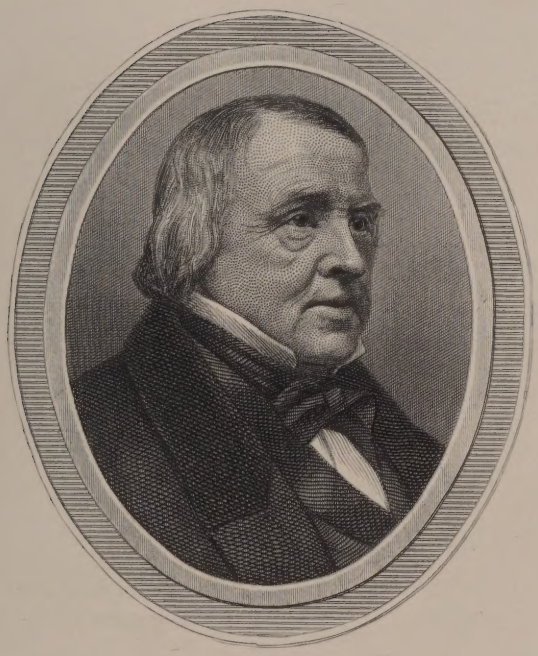
[1] Prepared by Andrew Ingraham, master of Swain School.

itself in his mind. He loved to think of the house in which he lived and which no lineal heir of his should animate, as the home of boys and girls who there under the happiest circumstances should pursue their studies and prepare themselves for lives of intelligence and usefulness. In all this he had the hearty sympathy of his wife; and the feelings with which they had once looked forward to their childless home were, I am sure, greatly relieved, and gladdened by the prospects thus opened before them."

Mr. Swain had retired early from business, still retaining, however, some interests in oil and shipping. His office was near the foot of Middle street, and a little to the north of it. In 1833 he was agent for James Temple Bowdoin, esq., who at that time owned the island of Naushon. In 1843 in company with Mr. John M. Forbes, of Milton, he bought the island; but in 1857 he sold his interest in the purchase to Mr. Forbes. It was the possession of this island and the custom of passing there six months of every year that gained him the familiar appellation of "Governor" Swain. Mr. Swain died September 20, 1858. Mrs. Swain died December 25, 1878, at the age of eighty-five.

In accordance with the terms of Mr. Swain's will, dated April 7, 1857, his executors transferred, upon Mrs. Swain's death, the house and land on the corner of Hawthorn and County streets, which had been the family residence, to the trustees who had been appointed by the Probate Court under the will, namely, Lincoln F. Brigham, William W. Crapo, Edward D. Mandell, Andrew G. Pierce. The others named in the will had died: John H. Clifford in 1876; John Weiss in 1879; Edward L. Baker in 1878; Joseph G. Grinnell in 1873; Charles R. Tucker in 1876, and Joshua C. Stone in 1869.

In 1880, Charles W. Clifford, William J. Potter, Charles H. Pierce, and Edmund Grinnell were chosen members of the Board of Trustees. The will had also designated as trustees, the "Mayor of the City." The Supreme Judicial Court, on appeal, decided that the phrase should mean the person who was mayor at the time of Mr. Swain's death, and accordingly George H. Dunbar was appointed trustee. The act of incorporation was secured in 1881, and Francis T. Aikin and C. B. H. Fessenden were elected to complete the number of trustees specified by the will.



Yours sincerely
W. W. Irwin

What should the trustees do? Fortunately the testator himself, by the very terms of the will, and more particularly by the codicil of April 26, 1858, had shown his foresight of changed conditions. Indeed, the courts of Massachusetts have favored that interpretation of the language of public bequests which recognizes that testators have some knowledge of the nature of human affairs. Twenty years had passed since the death of Mr. Swain. The city schools had reached a high grade of efficiency and there were flourishing private schools. The field seemed to be already occupied. What was to be done?

The solution of this problem was due to the sagacity of the Rev. William J. Potter. He conceived the idea of university extension before that phrase was heard among us; or, rather of something that contained the essential element of university extension; of something that competent judges have pronounced better than university extension; of something, however, that may be worked in harmony with university extension—of a permanent local institution for higher education, not a fitting school, necessarily, to prepare the young to pass a definite examination ; not a training school, necessarily, where constant practice for many hours a day and for many days in a year must be enforced to insure quickness and accuracy in doing something useful. These things might be secured incidentally, but the main purpose should be to furnish opportunities for culture to those who either had, or wished to have, the sentiment and the idea of culture. Culture consists in perpetual growth toward certain ideals; and this growth is necessarily slow. Unforced, unhurried, undisturbed, it remakes life out of life by revealing the mainfold interpretations of familiar experiences. It can not be manifested in examinations and exhibitions, in certificates or diplomas, in show or publicity, in any one decision or act. It is the attitude of a mind that would fain unsphere the spirit of Plato indeed, but renounces all hope of ever doing that, except by the patient learning of the many meanings of some formulas of chemistry, equations of algebra, propositions of geometry, rules of grammar, facts of nature or movements of mind. The A B C's, the pot-hooks and trammels, the two-times-two, the simplest manipulation of the easiest trade, become intellectual processes.

A beginning might be made even with scanty means; one department with one teacher might realize and embody this unique concep-

tion, this idea of a school which should emphasize the pleasure of knowledge, the delight of clear notions and correct thinking; this plan of a school which should become a part of the city's inner life, a permanent monument of our conviction that minds are realities, and that. while they often develop without force or solicitation or reward, and even in spite of the most adverse circumstances, they still welcome and seek a chance to become and to be.

This design was regarded by the trustees as a solution of their perplexities. There was no longer any talk of letting the fund accumulate till a beginning could be made on a large scale, of establishing a kindergarten, of uniting with the Friends' Academy, of transferring the fund to the city, of teaching what every factory and work-shop teaches.

There remained the question what subject should be taught. It was the conviction of Mr. Potter that special stress should be laid on the study of the English language, particularly of those aspects of it which are quite necessarily omitted from consideration in the brief school life of most. This should include, among other things, the history of the language and of the people that have spoken it. Anglo-Saxon should be studied, where there was adequate preparation, philologically, that is, in the relation of its phenomena to one another and to kindred phenomena in allied languages; or where this was not possible, popularly, that is, with a view to forming in the student's mind a picture of the language and of the meaning of its sentences in contrast with later English. With reference to this end, but also as independent branches, French and German should be taught. A course in drawing and painting was added to the preceding; and these were all the branches that were introduced in the first year of the school's existence.

Simultaneously with the consideration of these questions the trustees had been occupied with the selection of a suitable person to give effect to their views. July 19, 1882, Francis B. Gummere was appointed Master of School. It was a fortunate choice. His intelligence, his learning, his energy, his enthusiasm, and particularly his skill as a teacher, had approved themselves in other fields, at Heidelberg, where he took his degree of Doctor of Philosophy, and afterwards in the Friends' School in Providence, and at Harvard University. He aroused at once an interest in his own department of English Philology and His-

tory. Samuel Lepoids was appointed teacher of French. He was highly recommended by his pupils and patrons in Newport, R. I., and elsewhere. Arthur Cumming, of Exeter, England, who was well known as artist and teacher, having long had charge of the art instruction in the public schools, in the Friends' Academy, and in private classes, was made teacher of Industrial and Decorative Art.

The school was opened October 25, 1882, in what had been the residence of the Swain family, on the corner of County and Hawthorn streets. The main features that marked the simple ceremonies of the opening exercises, were addresses by the Rev. William J. Potter, the Rev. Henry F. Harrington, superintendent of public schools, and Dr. Francis B. Gummere. A letter was read from the Hon. Lincoln F. Brigham, president of the board of trustees. A portrait of William W. Swain, presented to the school by J. Malcolm Forbes, esq., of Milton, hung on the wall. The work of the classes with a membership of eighty began the next day in that portion of the building which had been set apart for the use of the school. The rest of the house was occupied by the family of the master of the school.

In the year 1883–84 three new branches of study were introduced: Normal Methods under the charge of Louisa P. Hopkins, who was a successful teacher and suggestive writer on educational subjects; Latin and Greek, to be taught by Andrew Ingraham, principal of the Friend's Academy; and Chemistry, under the direction of Nathaniel Hathaway, analytical chemist, graduate of the School of Mines, Columbia College.

Besides the regular instruction, lectures were given under the direction of the school, by Prof. E. Emerton on "Luther," by Prof. Adam S. Hill, on "English in the Schools," and by Dr. Albert B. Hart on "The Foundation Stones of the American Union." The number of students had increased to one hundred and twenty.

In 1884–85 a room was hired in the Robeson Building on Second street, and fitted for the chemistry class. A room was also procured in the highest story of the Eddy Building on Union street, for the better accommodation of the Art Department.

Arrangements had been made with Prof. A. B. Hart, of Harvard College, for the delivery of a course of lectures on American History, and a syllabus of the course was issued; but owing to the illness of

Prof. Hart, the plan had to be given up. In 1885–86 a series of Emergency lectures was given at the school, according to the plans of the Massachusetts Emergency and Hygiene Association, by Dr. William M. Swift and Dr. William H. Taylor. Mr. Rudolph Lantzius-Beninga was employed to give a few lessons in German pronunciation. In July, 1886, the engagement of Samuel Lepoids as teacher of French terminated and Prof. Lepoids went to Haverford College, Pennsylvania. The department was reorganized and Henry R. Lang, an accomplished scholar, was appointed teacher of German and the Romanic language. A course in mathematics was added and assigned to Andrew Ingraham.

In May, 1887, Dr. Gummere resigned the mastership of the school. The following extract from Dr. Gummere's letter to the board of trustees and from their resolutions on that occasion will explain this incident:

"Within a very short time I have been asked to accept a full professorship in Haverford College, Penn., and take charge of the department of English. This offer with all its advantages, particularly the immediate leave of absence for a year's study in Europe, has received my careful consideration, and I have decided to accept it. I must therefore lay before you my resignation of my present position. I do this with a most genuine regret. I am deeply interested in the school and have full faith in its foundation, object and plan of work."

"1887, May 16. *Resolved*, That in accepting the resignation of Mr. F. B. Gummere, as Master of the Swain Free School, we do so with great regret and because we know that he cannot be induced to withdraw it; and that we wish hereby to record and to extend to him, the assurance of our high appreciation of the exceptionally valuable services he has rendered in the organization of the school and its conduct for five years. Called to the headship of a new and unique educational enterprise, the materials for which were uncertain, he brought to the task not only ample equipment of learning, but a rare enthusiasm for scholarship and for the teacher's vocation which make the doubtful experiment a success, inspired in the student a kindred enthusiasm and imparted a new intellectual ambition to the community."

Louisa P. Hopkins had discontinued her classes in the school and had moved to Boston, where she was made a member of the board of supervisors of the public schools.

In June, 1887, Andrew Ingraham was chosen master of the school, and in consequence resigned the principalship of the Friends' Academy.

The whole of the Swain mansion was now appropriated to the use of the school, and all the departments of the school were brought under

one roof. In the summer of 1889, Mr. H. R. Lang was given leave of absence to study in Europe; and Hermann Schonfeld, Ph.D. (Leipsic), was chosen to fill the vacancy for the year. In 1890 Mr. Lang took the degree of Doctor of Philosophy at Strassburg, and returned to his duties in the school.

As at present arranged the Swain Free School has three departments which embrace together thirteen courses, namely: Greek, Latin, Mathematics, English, History, Geographics, Logic, German, French, Italian, Portuguese. The courses are further divided into sub-courses. A certificate is awarded on the successful completion of any course. This requires, in general, two years. Any one who has finished six courses is entitled to a diploma.

The students are General, when before admission they have pursued a course of study equivalent to that of our best high schools and academies; Special, when they have been admitted to art or to chemistry without such a course of previous study; Partial, when as adults they wish to be hearers or spectators merely in any course. The library of the school is meant to be a working library for teachers and students, supplied with accurate and, when possible, original sources of information, and with such special works and monographs as make positive additions to knowledge.

There is a course of free lectures in English and other languages Thursday evenings during the winter by the teachers of the school and others whom the trustees may invite.

With ages ranging from fifteen to sixty; with no other occupation than school work, or with the cares of household and business; attending constantly or unable to attend except at rare intervals; studying for a livelihood or for enlarged experience, both men and women, and girls and boys have appreciated the efforts that have been put forth to learn and to meet their wants, and have helped to make the school a monument to its founder.

The following extracts from the will of William W. Swain are prefixed to the circular of the school in each of its annual issues:

"My hope is that the provision herein made will be sufficient for establishing and supporting a school of high character, where the pupils may receive a thorough education upon the most liberal and enlightened principles, free of any charge of tuition.

"My intention is that the school shall never be in any form or degree exclusive, either religiously or politically, but open for the admission of all whose good character and condition entitle them to share in its benefits, and of this the trustees are to be the sole judges.

"My wish is that this class of scholars (*i. e.*, those whose parents cannot afford to send them to our most expensive schools) have precedence in admission, leaving the decision on each individual application to the trustees, who alone are to decide thereon."

Authorities: The New Bedford *Mercury*, the New Bedford *Standard*, records of the trustees of the Swain Free School, yearly circulars of the school, Swain family Bible record, kindly communicated by Halleck Bartlett, esq., Worcester, Mass.

Friends' Academy.[1]—This venerable institution is located west of County street, and between Morgan and Elm streets. It is a day school for teaching boys and girls the elements of ancient and modern languages, of mathematics and of natural and moral sciences, with certain of their applications. Its history dates from the year 1810, when William Rotch purchased a lot of land on the southwest corner of County and Elm streets, upon which he erected a wooden structure, seventy feet in length, twenty-six feet in width, two stories high and surmounted by a belfry. This building was known to at least two generations as the Friends' Academy. Leading from the gate on County street to the front door was a walk bounded on either side by a row of horse-chestnut trees, and the yard was enclosed by a high picket fence. A beloved and cherished landmark was this old school, and deep regret filled many hearts, when in 1860 it was sold and removed. The site of the old school constitutes the present enclosures of Edward T. Taber and Samuel P. Burt, and by the church of the County Street Methodist Episcopal society.

From the records of a meeting held September 17, 1810, the following extracts are transcribed, giving in the original language of the founders an idea of the causes which led up to the establishment of the school:

"A number of Friends at an interview having taken into consideration the great difficulty attending the youth of the society called Quakers, in obtaining an education in the higher branches of useful literature in this part of the country, without endangering their moral and religious principles, and feeling an anxious desire that a remedy may be provided for that inconvenience to the rising generation, we, the subscribers, have

[1] Furnished by Thomas R. Rodman.

agreed to contribute the sums respectively affixed to our names, for the purpose of establishing and endowing an institution for the instruction of Friends' children, and such others, as it may appear hereafter, as may usefully and safely be admitted therein, in the knowledge of the languages, of mathematics and philosophy, and such other branches of useful literature as hereafter, upon experiment, may be found within the compass and means of the institution usefully to teach. The said institution to be governed by such rules and regulations as the subscribers hereto by themselves, or by their trustees—that may hereafter be appointed for that purpose and for the superintendence of the institution—may from time to time establish:

NEW BEDFORD, 17th of 9th mo., 1810.

Wm. Rotch, the house and lot, also two thousand dollars,	$ 2,000
Wm. Rotch, jr., five thousand dollars,	$ 5,000
Sam'l Rodman, two thousand dollars,	$ 2,000
Sam'l Elam, one thousand dollars,	$ 1,000
Thomas Arnold, five hundred dollars,	$ 500
James Arnold, one thousand dollars,	$ 1,000
	$ 11,500

The charter of the institution was obtained February 29, 1812, and is signed by Elbridge Gerry, then governor of Massachusetts. Rules and regulations were established at the first meeting of the trustees, which was held in the academy building October 9, 1812. In the preamble it is stated that the "principal design" of the patrons of Friends' Academy is "to diffuse useful knowledge among the members of their own religious society, to guard the morals of the youth placed there for an education, and as much as may be, to encourage piety and religion in their progress in literature." A preference was made for such students as might be members of, or make profession with and attend the meetings of the Society of Friends "whether they be members of said society or not," and "none others" were to "be admitted to the exclusion of such." Candidates for admission were required to read common English authors with facility; punctuality and good order were required throughout; simple damages were to be assessed for injury done to the building or furniture by any of the students, who should make it known at once to the preceptor, otherwise double damages; all of the students were to take their turn in ringing the bell, sweeping the rooms or kindling the fires, except those excused for bodily infirmity; the students to "behave with the strictest decorum," and to "attentively look over the portion read." Besides the branches of an ordinary common school

education, "elocution, the Latin and Greek languages, the elements of ancient and modern history, natural philosophy and mathematics, including geometry, astronomy and surveying, navigation, etc.," were to be taught and a "memoriter" exercise was recommended. There were to be four vacations with an aggregate of eight weeks. Samuel Rodman was appointed the first secretary, William Rotch, jr., treasurer; and William Rotch and James Arnold, visitors. At the annual meeting held May 21, 1813, the same officers were re-elected, Elisha Thornton was added to the number of visitors, and William Rotch was elected president. John Maitland Brewer was appointed the first preceptor of the academy by the trustees, October 9, 1812. He was a native of Framingham, Mass., and graduated at Harvard in 1804. A number of books were given to the academy in 1813 and the office of librarian was created and added to the duties of the principal. Upon the death of Samuel Elam, of Newport, December 3, 1813, the academy received another bequest, consisting of all his printed books and maps. The library which he bequeathed to the academy contained about 1,000 volumes. The committee appointed, in compliance with a request of the testator, reported a "list of such books as in their opinion ought to be disposed of, or exchanged for others better adapted to the nature of the institution." Among the volumes thus excluded were the plays of Shakespeare and Ben Jonson, Bell's edition of the British poets, French plays (1690), Rousseau's works, Woolstoncraft's Travels, French romances and novels of Fielding, Smollett and Defoe. The books retained numbered about 750 volumes, and with those rejected, show that the library of Samuel Elam was a remarkable collection for that day. In 1815 the trustees voted that each of their number should have the privilege of sending gratuitously one pupil, the number of scholars having fallen off in consequence of the "discouragements of the usual pursuits of business in this vicinity," a result of the war in 1812 with Great Britain. Owing to the continued depression generally existing, the board voted on May 23, 1817, to suspend the school for a limited time, the reason assigned for this course being the diminution of the number of scholars. The school was reopened on September 22, 1817, but was again closed March 10, 1820, and did not again reopen until August 13, 1827. In the interval school was taught in the building by several

teachers, with the permission, though not with the assistance of the board. Upon the reopening of the school, John H. W. Page, who had been teaching there on his own account for a year or more, was appointed principal and the price of tuition fixed at $8.00 per quarter; the by-laws, rules and regulations were also revised. At the meeting of trustees held November 26, 1830, it is recorded that an eighteen-inch Gregorian reflecting telescope has been received, "a donation to this institution from the late Robert Elam, of Leeds, England." In 1831 the attendance was about thirty five. At this time a lot of land was purchased in the rear of the academy, of Charles W. Morgan, and through the liberality of several individuals, "certain fixtures for gymnastic exercises erected thereon." Those who contributed to this fund were Charles W. Morgan, George Howland, Thomas Rotch (of Philadelphia), Joseph Ricketson, John Howland, jr., Nathaniel Hathaway, William W. Swain, Thomas S. Swain, and Joseph Rotch. The average attendance for the six months ending May 18, 1837, was thirty, the progress of all of the scholars having been most satisfactory. At the annual meeting of May 17, 1839, a course of study was adopted for the school, extending over five years, and in conformity with the suggestions of the principal, the trustees voted at their meeting held May 13, 1844, that the scholars taught "from and after the next quarter, exceptions being permitted under certain prescribed conditions, should be females only." The following year, however, boys and girls were both admitted as students. During the year 1846 a school was taught in the building for both sexes by Caroline and Deborah Weston, assisted by William P. Atkinson, at the expiration of which the trustees received the building and premises again into their own hands. July 24, 1855, it was decided that an entire change in the management and system of the school was necessary and that the academy should be fitted up for two schools, one for boys and the other for girls. Accordingly on September 18, 1855, the school was opened with the boys' department on the first floor and the girls' on the second. A lot of land was purchased on Morgan street in 1856, upon which a new building was erected. It was completed the following spring and the dedication took place May 7, 1857, when impressive and memorable ceremonies were celebrated. The exercises consisted of an address by William J. Rotch, a prayer by Rev. Wheelock Craig,

pastor of Trinitarian Church; a hymn by the young ladies, and an address to the parents of the young children by Rev. John Girdwood, pastor of William Street Baptist Church; the Rev. John Weiss, pastor of the First Congregational (Unitarian) Church, succeeded with an address to the young ladies of the school. Remarks were also made by James B. Congdon, and Thomas A. Greene, and the benediction delivered by Rev. Spencer M. Rice, rector of Grace Church. In 1860 an addition was made to the new school, the lower story fitted up for the accommodation of the school for boys, and the old school abandoned entirely, the building being removed and converted into a tenement house. The new building, with the exception of ordinary repairs and slight alterations, remains the same as when erected. The consolidation of the male and female departments is complete, and after various changes of policy, the Friends' Academy, by its practice and example, registers its decision in favor of the coeducation of the sexes. No record was kept of the pupils until the administration of John H. W. Page, and no definite figures can be given as regards the exact number of pupils enrolled on the lists of the academy from the beginning to the present time, but from estimates it is judged that at least 2,000, if not more, have received instruction under its care. Although the name of Friends' Academy was taken from the name of the faith of its founders, it has never been known as an exclusive sectarian institution, and its doors are open to students of any and all denominations. The members of the board of trustees and their terms of service are as follows:

William Rotch, 1812–28; Elisha Thornton, 1812–16; Thomas Arnold, 1812–26; Samuel Elam, 1812–13; Samuel Rodman, 1812–35; William Rotch, jr., 1812–50; William Dean, 1812–50; Abraham Shearman, jr., 1812–23; James Arnold, 1812–68; Samuel Rodman, jr., 1813–76; Obadiah M. Brown, 1813–22; George Howland, 1817–52; Benjamin Rodman, 1817–76; Joseph Rotch, 1823–39; Charles W. Morgan, 1823–61; Francis Rotch, 1823–74; Andrew Robeson, 1823–62; Thomas A. Greene, 1826–67 William R. Rodman, 1830–55; Joseph Grinnell, 1836–55; Samuel W. Rodman, 1838; William R. Robeson, 1838; Benjamin S. Rotch, 1838–82; Andrew Robeson, jr., 1839–74; William J. Rotch, 1839; William Logan Rodman, 1855–63; Lawrence Grinnell, 1855; Thomas R. Rodman, 1856; Edmund Rodman, 1856; George Hussey, jr., 1864–72; Horatio Hathaway, 1864; Joshua C. Stone, 1866–69; Leander A. Plummer, 1868; S. Griffiths Morgan, 1870; William Rotch, 1870; Morgan Rotch, 1880; Thomas M. Stetson, 1880; Frederick Swift, 1880; Edmund Grinnell, 1880; Nathaniel Hathaway.

Presidents of the board.—William Rotch, 1812–28; Samuel Rodman, 1828–32; James Arnold, 1832–36; William Rotch, jr., 1836–50; Samuel Rodman, 1850–76; William J. Rotch, 1876.

Treasurers of the board.—William Rotch, jr., 1812-50; William J. Rotch, 1850.

Secretaries of the board.—Samuel Rodman, 1812-27; Samuel Rodman, jr., 1827-37; Thomas A. Greene, 1837-41; Benjamin S. Rotch, 1841-46; William J. Rotch, 1846-50; William Logan Rodman, 1856-64; Edmund Rodman, 1864.

Principals.—John Maitland Brewer, 1812-17; Moses S. Moody, 1817-18; Thomas A. Greene, 1818-20; John H. W. Page, 1827-29; William Howe Sanford, 1829-31; William Mosely Holland, 1831; David Mack, 1831-36; Isaac N. Stoddard, 1835-37; John V. Beane, 1837-45; Simon Barrow, 1845-46; Abner J. Phipps, 1847-58; Edward A. H. Allen, 1855-69; T. Prentiss Allen, 1858-64; (male department), John Tetlow, 1869-78; Andrew Ingraham, 1878-87; Thomas H. Eckfeldt, 1887 to date.

Assistants.—(The dates are approximate) Thomas A. Greene, 1817; Joseph Congdon, 1820; John F. Emerson, William Howe Sanford, Alanson Brigham, Oliver Prescott, 1829; Samuel A. Devens, Samuel Sawyer, George Washington Warren, Elizabeth Dorr, Edward Fabre, 1829; Julia Mack, Joshua Seixas, George Ticknor Curtis, William Mack, Francis B. Gasas, Samuel Mack, Henry Washington Lee, William D. Taber, P. A. Giraud, J. A. Frentin, Edward Seager, M. Moultrop, Nathan D. Gould, George W. Winchester, 1835; William Mack, Abby Osgood, Samuel Beane, Phineas Adam Beane, F. P. Wierzbiski, Erastus W. Woodbury, James H. Coggeshall, Charles Peabody, Albert G. Wicks, Simon Barrows, J. B. R. Walker, John B. Garland, William Hathaway, J. B. Edwards, Catherine Kittredge, Mary Ann Willard, Anna W. Weston, Cyrus Bartlett, J. F. Kelly, John Bennett, Hannah B. Robinson, Minerva Chase, Mary Washburn, 1845; Luke K. Bowers, Climena Wakefield, George H. Fillmore, Ivory S. Cornish, Lorenzo D. Blood, William T. Goodwin, Abby L. Hitchcock, 1855; Sophia Shepherd, Louisa P. Stone, Elvira Johnson, Martha Russell, Clara Kempton, Cornelia T. Hart, Annie Gordon, Edwin P. Seaver, William Gordon, D. J. Butler, John Tetlow, jr., Caroline A. Hinckley, Emma Saul, Bessie T. Wing, Gabrilla T. Eddy, Andrew Ingraham, Cornelius Howland, jr. Mrs. H. B. Warner, L. Papanti, M. Blanquet, Max. Eppendorf, Max. Richter, Edward C. Dubois, Francis G. Henry, A. C. Maggi, 1869; Celia L. Chase, Mary E. Savery, Lorette M. Furber, Maria S. Eaton, Louisa H. Clapp, 1875; Charles J. Gardner, Caleb A. Burbank, Edward H. Cobb, Charles Monier, Arthur Cumming, J. T. White, Mary T. Spaulding, Maria Maggi, May G. Bonney, Mary S. Locke, Mary B. Seabury, Samuel Lepoids, 1887; Grace B. Dodge, Maude A. Munson, Marie Pernaux, Alice H. Church, 1891.

The present board of trustees is as follows:

William J. Rotch, president; Edmund Rodman, secretary; Lawrence Grinnell, Thomas R. Rodman, Horatio Hathaway, S. Griffiths Morgan, Thomas M. Stetson, Morgan Rotch, Edmund Grinnell, Frederick Swift, Nathaniel Hathaway, Samuel W. Rodman, William R. Robeson, William Rotch; the last three of Boston.

The Aimwell School (private) was established March 4, 1861, by Mrs. Drucilla P. Knight, and located at 55 North street. It has always been well sustained and has had a yearly average of forty pupils. Among the assistant teachers who have served at the Aimwell are the

following: Mrs. O. P. Buckley, Mrs. M. P. Sampson, Miss N. P. Underwood, Miss Sarah Parker, Mrs. Lucy P. H. Miller, Miss Louisa Heath, Miss Sarah B. Little, Miss Susie Sherman, Miss Sarah Tallman, and Mrs. Annie Howland.

Free Public Library.—This institution is so distinctively and pre-eminently a feature of New Bedford and its history, that words of comment preluding a sketch of the origin, development, and achievements of the library, and of those whose efforts have been bent in forwarding its growth and prosperity, seem almost unnecessary. No resident of this city, who has watched the institution advance, step by step, and year by year, to the front rank among the public libraries of the nation, can note the pages of its history without a just feeling of pride.

In 1876, in order to give a fitting educational exhibit of this city at the Centennial in Philadelphia, the common council passed an order giving the necessary authority for carrying out plans to that end. In accordance with that order an historical sketch of the New Bedford Free Public Library was prepared by one whose intimate connection with and interest in the institution fitted him for that task—a man whose memory is familiar to every old resident of New Bedford, who held many positions of trust among its citizens, and who from the first was a staunch friend and advocate of the Free Public Library—the late James Bunker Congdon. To this historical sketch the present article is indebted for much of its subject matter.

Early in the present century laws were enacted by the Commonwealth of Massachusetts, giving corporate powers to the proprietors of social libraries, many of which had been established in various parts of the Commonwealth, and the condition of which was materially improved by the passage of the act. It was only a natural consequence that the inhabitants of New Bedford, consisting as they did of a highly intellectual class of people, should within a few years after the incorporation of the town, take steps toward the procurement of books and reading matter that could be placed in the hands of many of the people who from many causes could not have books of their own. Several combinations were formed in New Bedford for this purpose, previous to the passage of the act conferring corporate powers. The proprietors of Dobson's Encyclopædia recognized the advantage of an arrangement

with such a combination; and upon the receipt of that work, the people of this town found themselves possessors of a small library in its pages alone. The well-worn volumes now bear ample testimony to the thoroughness with which its pages were read and consulted.

The Library Society followed. This was a more comprehensive effort. The desire for books had outgrown the ability of Dobson to satisfy. New Bedford was fortunate in having among its people men who could give a profitable direction to that intelligence which needed the assistance of books to supply its craving for gratification and increase. In this respect the young and prosperous community was favored beyond the average, in that day, of villages whose population was mainly composed of toilers in the workshop and upon the sea.

The Social Library followed. This was a vigorous, well-directed, and well-managed association. The good sense of all recognized the wisdom of combination, the three associations were united, and the New Bedford Social Library had a long, prosperous, and profitable career.

When the passage of the State law allowed the proprietors to become a body corporate, advantage was taken of its provisions. For nearly half a century, this valuable collection of books was the principal source from whence was supplied the desire of the people for knowledge and intellectual recreation. "Library-day" was always a welcome day. There was in attendance generally a large number of intelligent seekers; and the result of that intercourse with books for which this library provided was a marked and most promising and interesting feature in the characters of the young men and women of New Bedford.

On May 24, 1851, the General Court passed the act to authorize cities and towns to establish and maintain public libraries, and the ordinance for the establishment and government of a Free Public Library in New Bedford was passed August 16, 1852. The first movement in the undertaking, which was in the shape of a resolution offered by Warren Ladd, a member of the lower branch of the city council, July 8, 1851, was unsuccessful. The order was only to consider the expediency of the measure, and although it passed the common council without a dissenting vote, the other chamber, comprised of the aldermen, non-concurred. This order was introduced but forty-five days after the passage of the enabling act. On May 27, 1852, a large peti-

tion, headed by James B. Congdon, was presented to the council, requesting the adoption of the act. The committee on public instruction, to which the matter was referred, reported recommending an appropriation of $1,500 for the establishment of the library. In its report the committee stated that it had been assured that "provided the authorities should, by the passage of the order making the appropriation asked for, establish the principle that the maintenance of a free city library for the continuous education of the people will be the settled policy of the city," the 5,000 volumes of the New Bedford Social Library would be transferred to the city.

But the Free Public Library had, in fact, been established before the presentation of the report. The appropriation bill for the year which had already passed, contained an item of *fifteen hundred* dollars for the library. Councilman Pitman, who was a member of the committee to whom the petition was referred, had anticipated the favorable action of the council, and had introduced and carried an amendment to the bill making the appropriation as above stated. This amendment was made previous to the presentation of the report of the committee. The appropriation bill passed July 20, 1852. The date of the adoption of that amendment is the date of the establishment of the New Bedford Free Public Library.

The library was opened for the use of the people and the delivery of books on Thursday, the third day of March, 1853.

The ordinance establishing the Boston Public Library was passed October 12, 1852, and the doors were opened for the delivery of books on the 2d day of May, 1854.

The number of volumes at the opening was between five and six hundred.

It is an interesting and creditable fact, that the New Bedford Free Public Library is the only public library established under the law of 1851 excepting that in Boston, noticed by Edwards in his elaborate "Memoirs of Libraries," published in London in 1859. The corner-stone of the building now occupied by the Free Public Library was laid with simple but impressive ceremonies on August 28, 1856. The principal exercises were an introductory address by George Howland, jr., mayor of the city, an address by James B. Congdon, and a poem by Charles T. Congdon, of New York.

In the address of Mr. Congdon, as well as in several of the annual reports, the positions are assumed that the Free Public Library of New Bedford was the first established by order or ordinance under the law of 1851; the first from which books were issued under said law; that the library building was the second whose construction was commenced after its passage; and that prior to its establishment and the delivery of books therefrom, there had never existed a library established and wholly supported and managed by a municipality, free to all the inhabitants, its books for the use, at the library or at home, of all the people without payment or pledge.

The original building, which at first seemed to be fully adequate to the needs of the library for many years, finally became too confined to accommodate the rapid growth of the number of volumes to be shelved, and the necessary space required for a reading-room. In 1886 a large addition, uniform in architectural construction, was built, joining the old building at right angles at its northern extremity. The entire upper floor is now used for the library proper, and the lower floor is taken up with the office of the mayor, city clerk, city treasurer, city auditor, and board of assessors. The library has been the grateful recipient of several trust funds, established for its benefit. The first of these was that of George Howland, jr., of $1,600, the amouut of his salary as mayor for two years. The second constitutes the Charles W. Morgan fund, and its amount is $1,000. Besides these are the Oliver Crocker fund of $1,000, the James B. Congdon fund of $500, the George O. Crocker fund of $10,000, and the Charles L. Wood fund of $2.000. The largest bequest ever left to the library, however, and the one on which the chief dependence of its trustees rests for the addition of new books, is that of Sylvia Ann Howland. Fifty thousand dollars were set apart for the library, the annual income of which is $3,000. Considerable delay attended the litigation of the will of the deceased, and the funds of the estate largely increased. In addition to the bequest which constitutes the fund, about $10,000 was paid into the city treasury as interest or income, and this was placed to the credit of the library. Upon a large marble tablet in the main reading-room of the library is the following inscription:

"This tablet commemorates the enlightened liberality of Sylvia Ann Howland, who bestowed upon the city of New Bedford the sum of two hundred thousand dollars; one

hundred thousand to aid in supplying the city with pure water; and one hundred thousand as a fund for the promotion of liberal education by the enlargement of the Free Public Library, and by extending to the children and youth of the city the means of a wider and more generous culture."

It will be seen by this inscription that the whole amount bequeathed to the city of New Bedford by this noble lady was $200,000. One-half the sum was applied toward defraying the cost of construction of the system of water-works. The other half was equally divided, forming the library and educational fund. The total amount of appropriations by the city for the library from 1852 to 1890 was $121,538. The institution has also received the dog tax fund since 1869, which has amounted to $14,888. Starting with about 5,000 or 6,000 volumes, the property of the old Social Library, the number has been swelled to about 60,000 volumes. From 1852 to 1890 there have been given to the library 10,854 books and 16,282 pamphlets. The library contains a number of photographs of the handsome residences of the city, and surrounding the balcony in the main corridor are arranged creditable portraits of several of New Bedford's representative men of days gone by. Among them are George Howland, Charles W. Morgan, Thomas A Greene, George Howland, jr., James B. Congdon, James Arnold, Rowland R. Crocker, and William Rotch.

Robert C. Ingraham was the first librarian, and has held that position continuously to the present time, a period of thirty-nine years. A volume could be written upon the earnest, careful, and persistent labor that Mr. Ingraham has devoted to the institution, and to his credit is due, more than to that of any one else, the present successful system of operating the library, and the high and enviable reputation that it holds among institutions of its class throughout the world. The library is under the direction of the city government, and the following are the officers for 1891: Trustees, ex officio, term expires 1892, Charles S. Ashley, mayor of the city; Joseph Dawson, president of the common council; Henry C. Hathaway, chairman of the committee of the city council on public instruction. Elected by the city council, Isaac B. Tompkins, jr., Matthew C. Julien, Leonard B. Ellis, Arthur G. Grinnell, George H. Dunbar, George Howland, jr. President of the board, the mayor; clerk, George H. Dunbar; superintendent of the library, George H. Dunbar; librarian, Robert C. Ingraham; assistant librarian, William

L. R. Gifford; assistants, Josephine A. Merrick, M. E. Brown, Susie H. Gammons; janitor, Yorick W. Ames.

New Bedford Lyceum.—This society was established November 19, 1828, at a meeting called by James B. Congdon, in the office of the Merchants' Insurance Company. The officers were chosen December 8, as follows: President, Stephen Merrihew; vice-presidents, Abner Bourne and Benjamin Rodman; treasurer, William T. Hawes; corresponding secretary, Francis Rotch; curators, Charles W. Morgan, Joseph Congdon, Thomas A. Greene; committee of arrangements, Orville Dewey, John H. W. Page, J. W. C. Fleeming. The objects of the lyceum were, in brief: "The improvement of its members in useful knowledge and the advancement of popular education." In the original plan was also included a scheme for the collection of a library, of apparatus and a cabinet. The opening exercises, which were held in the "Friends' old meeting-house," December 18, 1828, consisted of an address by Thomas A. Greene "On the Proposed Objects of the Institution." This address was printed and a copy of the publication is in the possession of the Free Public Library. At this time there were 160 members. A movement was soon put under way for the erection of a building for permanent quarters, which was completed and first occupied November 27, 1829, at which time the Rev. Orville Dewey delivered an address. The building was on the north side of William street, a few rods west of Purchase, and the cost, including the lot, was about $2,000. In later years it was moved to the opposite side of the street. The society was incorporated under a general law of the State, June 12, 1829, but there was little, if any, change in the constitution, and none in the officers. Lectures were delivered gratuitously, books were purchased from time to time, and a library of considerable worth accumulated. Later on the great attractive feature of the society was the lectures delivered, and a system of tickets, for which a small charge was made, was established, and the membership greatly increased. The hall would no longer accommodate the meetings, and paid lecturers were brought here from other parts. In a report made to the society in 1841, it is stated: "The lyceum has lost its scientific character. The object for which books, apparatus, etc., were collected, no longer exists. Our lecturers are paid for their efforts; and they no longer depend upon the

books and apparatus of the institution for assistance." In December, 1845, a new constitution and code of by-laws were adopted, which fully recognized and organized the change which had long since taken place in the essential features of the institution. Larger quarters were required for the accommodation of its meetings, the City Hall, the church of the first Christian Society, and Liberty Hall being many times crowded by those who gathered to hear its course of lectures. Of later years, especially since the close of the civil war, the interest in the society has subsided, and the last entertainments of importance were a series of concerts given under the auspices of the Lyceum Society. The officers hold an annual meeting, however, and those for 1891 are: Charles P. Rugg, president; George F. Kingman, Joseph Buckminster, vice-presidents; William H. Pitman, clerk; Leonard B. Ellis, L. Le B. Holmes, Thomas R. Rodman, lecture committee; Gardner T. Sanford, Thomas M. Denham, and William C. Taber, trustees.

CHAPTER XXIX.

BENCH AND BAR.

Judicial System of the Early Settlers — Primitive Civil Government — Recourse to Courts — First Attorneys — First Mention of Attorneys by the Legislature — Early Laws Governing Attorneys — Paul Dudley Appointed Chief Justice — Legal Character of the Early Bench — Bristol County Lawyers in 1767 — Members of the Bristol Bar in 1779 — The "Old Colony Bar Association" — Members of the Bar in New Bedford in 1834 — Incorporation of Bristol County — Seth Pope, First Justice of the Peace — Thomas Taber — Samuel Willis — Sessions of the Early Courts — New Bedford Established as a Half Shire Town — First Court of Common Pleas — County Buildings, Court House, Jail, etc.— First Police Court — Nathaniel S. Spooner — Present Court House — Present Courts — Early Judges — Edward Pope — Early Lawyers — Timothy G. Coffin — John S. Russell — Lemuel Williams — Charles H. Warren — Ezra Bassett Thomas D. Eliot — Adam Mackie — H. G. O. Colby — J. H. W. Page — Joshua G. Stone — John H. Williams — Oliver Prescott — George Marston — Lincoln F. Brigham — Robert C. Pitman — Alanson Borden — Short Sketches of Present Lawyers.

THE origin of the law and the judiciary, of courts and justice, of trial and tribunal, is wrapped in the inaccessible recesses of antiquity. Through a multitude of years each generation has witnessed the workings of its peculiar laws wherever civilization and intelligence have existed. The first settlers in this then wilderness land came here, not with the premeditated intention of establishing a judicial system, but to worship God in their own accepted faith and manner, and to escape the intolerant hierarchy of their native government. These men had no incentive to study or enter into the civil polity of their native country; they were under the ban of laws and regulations over which they had no power or authority. There was, however, among them, as among all civilized men, a desire for law and order and a sense that this must come from a prime and systematic source. Accordingly a primitive civil government was formed before their footsteps had yet touched the shore, and how peculiarly this government was identified with religious, legislative and judicial problems, only a careful study of its history can reveal. "The legislative and judicial authorities,"

says Abraham Holmes, "were very improperly mixed together, and it is with difficulty that we can keep our muscles in due subordination when we read some of their legislative provisions, and some of their judicial discussions." It is not unlikely that these men believed attorneys to be an unnecessary evil. But as population increased and disputes and difficulties arose among the inhabitants, it was found absolutely impossible to obtain law and order without recourse to courts. Certain men among them, possessed of self-reliant and argumentative qualities, realizing that some one must occupy the position of a defender of the rights of those who were mentally or physically incapacitated to defend themselves, sprang into the character of counselors and defenders. They were the sole judges of their own qualifications; they were under no oath; they were under no responsibility, either to their clients or to the courts; they took the name of attorneys and were recognized as such by the people. The first mention of attorneys made by the Legislature was in 1663, when it was enacted that no attorney should have a seat in the Legislature. Thirty-eight years went by with no further notice of this profession, when, in 1701, the form of oath to be taken by attorneys, similar to the one taken at admission, was established by a statute. Fourteen years afterwards, 1715, a law was passed to prohibit any party to a suit from retaining more than two of the sworn attorneys; that the other party might have similar assistance if he wished it. Various other laws in this connection were passed, but authentic documents that would throw light on the subject are scarce.

Paul Dudley was appointed chief justice of the Superior Court in 1719 by Governor Shute, and it is evident he was at the bar a year or two prior to that date. Robert Auchmuty was soon after at this bar and was much thought of at that time. It was about this time that John Reed, another man of marked ability and extensive acquirements, came to the bar. He was one of the first of the profession in this country to devise some methodical system of practicing law. While Reed was in practice, Benjamin Pratt, afterward chief justice of New York, Elkanah Leonard, of Middleborough, and Col. Samuel White, of Taunton, came to the bar. Cotemporary with these was James Otis, of Barnstable, a man of great natural talent. While he was at the bar Timothy Ruggles, Otis Little and Elisha Bisbee entered the arena and

practiced in all the courts in the Old Colony. The emoluments of the offices at that time were not great enough to induce the most celebrated attorneys to give up to their attraction, and the courts, especially that of Common Pleas, were not composed of such legal characters as have since dignified these benches. But time and circumstances work great changes; our courts now suffer nothing by comparison with those of any in the world. In early times the whole number of lawyers was very small. According to a list supposed to be correct, published in Mein's and Fleming's register for 1767, there were only four lawyers in Bristol County, viz: Hon. Samuel White, a member of the council, who who died at an advanced age; Robert T. Payne, Daniel Leonard and George Leonard, of Norton. The only additions made to the bar of this county from the year 1767 to the year 1779, were Edward Pope, Seth Bradford, Laban Wheaton and David Leonard Barnes. These four men, with George Leonard, composed the members of the bar in 1779. The members of the Bristol bar, residents of New Bedford, who died or retired from practice during the years from 1779 to 1834 were Peleg Sprague, John M. Williams, R. H. Williams, Thomas Hammond, James Washburn, John Nye and John S. Russell, and of Dartmouth, H. Slocum, jr. About 1794 the members of the bar in the counties of Plymouth, Bristol and Barnstable formed an association under the name of "The Old Colony Bar." Their object was to establish a uniform system of practice and regulations, and to determine how long a candidate for admission should study, taking into view his acquirements at the time of application. In deference to a general rule established by the Supreme Judicial Court, the last article was afterward suspended. The association was dissolved by mutual consent, the increase of the members of the bar making it of little advantage. The Supreme Judicial Court never recognized the association and would never receive their certificates for admission. In 1834 there were practicing at the Bristol County bar, and resident in New Bedford, the following members: Lemuel Williams, Charles H. Warren, Timothy G. Coffin, W. J. A. Bradford, Ezra Bassett, John Burrage, Thomas D. Eliot, John H Clifford, Oliver Prescott and John H. W. Page. Many of these became famous lawyers, jurists and statesmen.

The County of Bristol was incorporated June 2, 1685, and Seth Pope

was the first justice of the peace regularly appointed to perform the duties of that office in the original town of Dartmouth. He was chosen to the office May 20, 1690, and was known as a "county magistrate." It is probable that a few of the duties usually devolving on a justice of the peace may have been performed by some specially chosen person prior to that time, but who simply carried out the instructions of certain specified acts. In 1692 Plymouth Colony practically became a part of the Province of Massachusetts Bay, with Sir William Phipps as governor, and the office of "county magistrate" was thenceforth known by the title of justice of the peace, and was no longer elective by the people, but became an appointive office of the governor. On May 27, 1692, Governor Phipps appointed justices of the peace for the County of Bristol as follows: John Saffin, of Bristol; John Brown, of Swanzey; Thomas Leonard, of Taunton; Joseph Church, of Little Compton, and Seth Pope, of Dartmouth. Seth Pope's commission as justice of the peace was renewed by Gov. Joseph Dudley November 8, 1707, February 25, 1709, and December 10, 1715, and by Gov. Samuel Shute November 12, 1717. He was a selectman in the town of Dartmouth in 1685, 1686, 1687 1689, 1699, 1702 and 1705, and his name frequently appears with the title of colonel, from which it appears he was promoted from the rank of lieutenant, which commission he received June 4, 1686.

Thomas Taber received the second appointment as justice of the peace of old Dartmouth on June 29, 1702. He was also made a captain of militia May 20, 1689, and was a selectman in 1685, 1690, 1693 and 1694. He was also the first person in the town to receive the commission of a coroner, which was conferred upon him June 12, 1701.

The third person in the town of Dartmouth to receive the appointment of justice of the peace was Samuel Willis, who was appointed by Lieut.-Gov. William Dummer, June 7, 1726. The appointment was renewed October 10, 1729 by the same lieutenant-governor, who was acting in the place of Gov. William Burnet, who died September 7, 1729. Gov. Jonathan Belcher renewed the appointment March 1, 1744, also on April 15, 1748 by Gov. William Shirley; and on November 24, 1761, by Gov. Sir Francis Bernard. Samuel Willis, esq., of Dartmouth was appointed a justice of the County Court of Common Pleas

April 18, 1749, and his associates on the bench of the court were Seth Williams, of Taunton; George Leonard, of Norton; and Ephraim Leonard, of what was then Norton, but afterward became Mansfield. He was elected a selectman of the town of Dartmouth March 14, 1740, and was commissioned a colonel of the second regiment in the local militia of Bristol County in 1741. His remains were buried in the ancient cemetery at Acushnet, and upon the monument is engraved, "In memory of Col. Samuel Willis, esq., who departed this life October 3, 1763, in the 76th year of his age."

All of the sessions of the early county courts were held at Taunton, and we find in the old Dartmouth records frequent petitions to the General Court at Boston, praying that certain terms of the court might be held at Dighton or some place farther south, giving as reasons that the distance to be traveled by the inhabitants of Dartmouth was so great as to cause much inconvenience and hardship. The several terms of court continued to be held at Taunton, until 1828, when a successful petition to the Legislature brought about the desired relief. A local court, however, was held in the old Market building or town hall, on Second street, the same that is now used as a police station and Third District Court. The bill establishing New Bedford as a half shire town passed the Senate February 29, 1828, and the House March 13, 1828. The first term of the Court of Common Pleas held in the town of New Bedford was on Monday, the 9th of June, 1828. It was held in the town hall on Second street, no court-house having yet been erected here. Judge Williams presided and the following cases on the criminal docket were disposed of:

Samuel P. Martin and six others, for a riot in Seekonk, verdict, not guilty. Simeon Tisdale, for larceny in Taunton, verdict, not guilty.

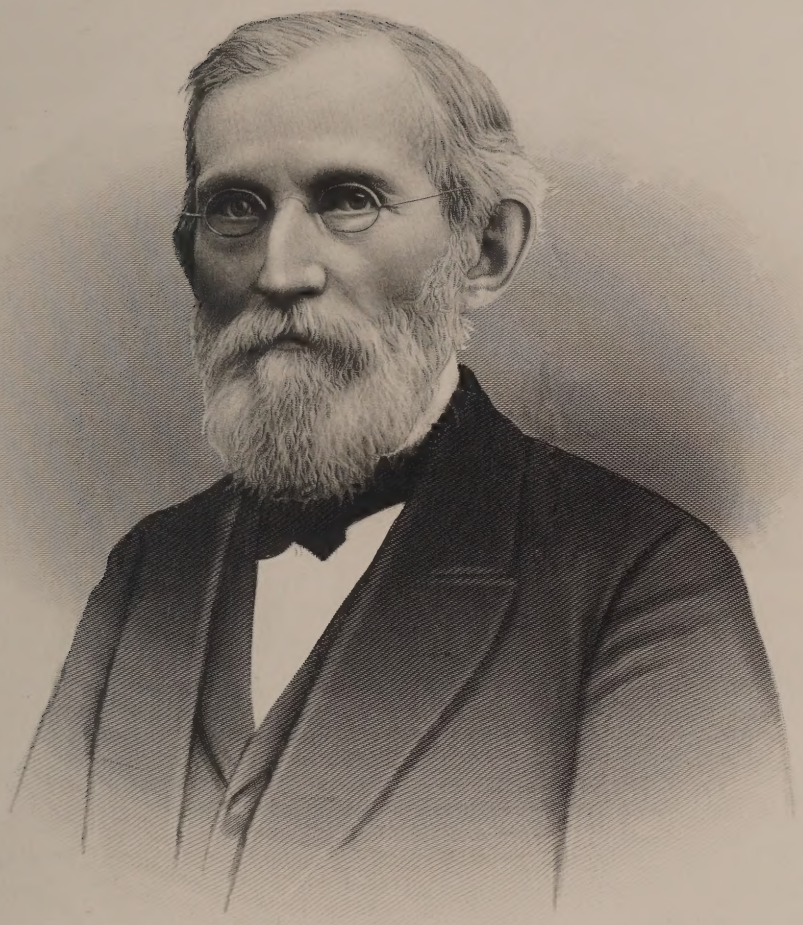
Until the erection of the court-house, all courts were held in the town hall. In June, 1828, the county commissioners purchased a lot of land belonging to the estate of Abraham Russell as a site for the public county buildings, court-house, jail, etc, embracing an area of about an acre and a half. It is the same ground on which the old part of the present jail and house of correction are located, and at the time was considered far enough "removed from the bustle and noise of the village, and yet sufficiently central for the general convenience of those

having business at court." The jail building was the first to be erected and was completed and ready for occupancy Monday, October 5, 1829. Williams Reed was appointed the first keeper of the jail. The structure was built of stone, arranged internally upon the most improved model of the day, having in the criminal department thirty-two cells for solitary imprisonment, besides being furuished with suitable apartments for debtors and for the accommodation of the keepers. Attached to the jail was a spacious yard enclosed by a high wall, in which the prisoners could be employed while in detention. The appropriation of funds to build the jail was $13,236.30 and included in the expenses of the County of Bristol for the year 1829.

By a special act of the Legislature passed January 25, 1834, a Police Court was established within and for the town of New Bedford. This court was to consist of one "learned, able and discreet person, to be appointed by the governor and council," and to take cognizance of and have jurisdicton over all crimes, offences, and misdemeanors committed in the town of New Bedford, and original jurisdiction of all civil suits and actions of which justices of the peace in said county may or shall have cognizance, with the provision that where the plaintiff and defendant were both resident in the town of New Bedford, and service of the writ was had on the defendant in the County of Bristol, no justice of the peace should have cognizance thereof in the same town. It was provided that the court should be held on two days of each week or as much oftener as might be necessary. By the same act it was specified that two special justices should be appointed to hold office during the same time, that when one justice was interested in or a party to any suit the court might be held by either. A provision was also made in the same act, whereby the towns of Dartmouth or Fairhaven could, by vote at meetings held for the purpose, elect to be united with New Bedford in one judicial district, for the purpose of the trial of all cases within the limits of the act. Nathaniel S. Spooner was the first justice of this Police Court.

The present court-house at the corner of Court and County streets, was completed in 1831 and with the exception of decorations and interior improvements, remains the same as when erected.

The courts held in New Bedford at present are the Third District of Bristol, held on Second street, with jurisdiction in New Bedford, Fair-



Engd by F. G. Kernan, N.Y.

Hanson Borden

haven, Acushnet, Dartmouth, and Westport. Justice, Alanson Borden; special justices, Francis W. Tappen, Frank A. Milliken; clerk, Thomas J. Cobb.

Superior Court, held at the court-house, corner of Court and County streets, first Monday of June and December.

Probate Court, William E. Fuller, judge, held at New Bedford on the first Fridays of February, May, August and November.

Insolvency Court for 1891, held at New Bedford on the 21st of March, 20th of June, and 1st of August.

The judges of the Police Court and Third District Court of Bristol since 1834 have been: Nathanial S. Spooner, 1834 to 1846; Oliver Prescott, 1846 to 1858; Robert C. Pitman, 1858 to 1864; Alanson Borden, 1864 to 1874; when the Police Court was abolished and the Third District Court established, of which he has since been justice.

The justices of the Court of Common Pleas, residents of New Bedford and the years in which they held office, have been: John Mason Williams, 1820 to 1845; Charles H. Warren, 1839 to 1844; H. G. O. Colby, 1845 to 1847.

The judges of the Superior Court, residents of New Bedford, and the years of their incumbency have been as follows: Lincoln Flagg Brigham 1859 to 1890; he was one of the original members, and was made chief justice in 1869; Robert C. Pitman 1868 to 1891.

One of New Bedford's earliest county judges was Edward Pope, esq., familiarly known as "Judge Pope," who was born February 25, 1740, and died June 10, 1818. He was the son of Thomas and Thankful Pope, both of whom are buried in the old cemetery at Acushnet. Judge Pope was a prominent figure in the affairs of New Bedford in the early part of the century and was highly respected as a man of much learning and natural ability. He was collector for this port when the custom-house was situated on Middle street and was a judge of the Court of Common Pleas. He lived in an old-fashioned mansion on what is the present corner of Union and North Sixth street. In front was a large yard, and in the rear a stable and carriage-house. The house was in later years removed to a location on Market street just east of E. C. Brownell's market. Judge Pope, aside from being active in politics, was a most agreeable companion socially, and his

home was the scene of many happy gatherings of men eminent in literary, educational and political life. His first wife, Elizabeth Ballard, of Boston, was born in 1749 and died November 1, 1781, and was buried in the cemetery at Acushnet. His second wife was Mrs. Elizabeth Eliot, a daughter of William and Mary (Brown) Greenleaf, born March 6, 1750, and died December 4, 1841. In 1803 Judge Pope erected a tomb in the old burying-ground on Second steeet, and underneath it were buried the ashes of himself and many members of the Pope and Greenleaf families.

Timothy Gardner Coffin was born in Nantucket in 1790 of Quaker parentage, and in his early years developed to a marked degree traits of character and a desire for learning that afterwards ripened into the able lawyer and sound counselor. After acquiring an education at Brown University, he studied law in the office of Kilburn Whitman in Plymouth county, and was admitted to the bar in 1811. New Bedford was the scene of his first professional duties, and he soon gained a wide and enviable reputation in Bristol, Nantucket, Dukes, Barnstable and Plymouth Counties. He had the faculty of grasping every point in a case, on both his opponent's and client's side, and made use of them to the advantage of his cause. His arguments were full of force and he propounded questions and cross-questions with such rapidity and such variety that to evade his keen-witted perception was almost an impossibility. Mr. Coffin devoted himself almost exclusively to his profession, seeking no political preferment, and at the time of his death, though having never held an office of any prominence, was conceded to be the ablest lawyer in Southern Massachusetts. He married Betsey, a daughter of Hon. John Avery Parker, of this city. He died September 19, 1854, and his body was buried in the South Cemetery, where a fitting monument was erected to his memory by his children.

John S. Russell was a son of Charles and Martha (Tillinghast) Russell, of New Bedford, and was born in 1797. He studied law in the office of Lemuel Williams at New Bedford, but after being admitted to the bar, began practice in Taunton. He subsequently returned to his native place, however, and continued in his practice here until his death. In the memory of his professional companions and the older inhabitants of New Bedford, he was known as a well read lawyer, being

particularly noted as an honest man, "acting out his religious convictions as well as his professional observations." He died in 1834, commanding the esteem and high regard of his associates and fellow townsmen.

Lemuel Williams was a lawyer of marked ability, who was in practice in New Bedford during the first quarter of the century, and in 1828 was associated with Charles H. Warren in a law partnership. The firm was dissolved in that year and Mr. Williams subsequently removed from New Bedford to Worcester where the greater part of his professional life was spent.

Charles H. Warren was known among the early lawyers of New Bedford and Bristol Counties as a brilliant attorney and able advocate. He was district attorney for several years prior to 1836 and afterward received the appointment of judge of the Court of Common Pleas. Upon retiring from the bench he was elected president of the Boston and Providence Railroad, which position he occupied until his death.

Ezra Bassett was born in the town of Rochester, this State, and studied law with his brother, Anselm Bassett, at Taunton, in which place he himself began the practice of law. He came to New Bedford in 1834, retaining a substantial share of the law practice here until his death in 1843. He had accumulated a large law library which is said to have been the largest in New Bedford at the time. He had the reputation of being an excellent lawyer and had considerable admiralty practice. He was an earnest advocate, presenting his client's case with much force and telling effect.

Hon. H. G. O. Colby was born in Hallowell, Me., April 19, 1808, He was the son of Rev. Philip Colby, who was born at Sanbornton, N. H., July 30, 1779. When he was but three years of age his father determined to fit himself for the ministry, and closing his business, went with his boy to Salem, Mass., there to pursue his theological studies. Here he was ordained in 1817, and for a period of twenty-four years performed the duties under his charge, and died in 1854. His discussions were full of interest and instruction and his scholastic attainments were of such a high character that Brown University conferred upon him the honorary degree of Master of Arts in 1817. Under such a father as this, Harrison Gray Otis Colby received

his early instruction, and later at Washington, where he went to live with his uncle, Dr. Sewall. He entered Brown University in 1823, where with diligent study he graduated with distinction at the early age of nineteen. With a decided inclination for the law, he came to New Bedford and began study in the office of Timothy C. Coffin, passing also a few months under the guidance of Rufus Choate. He was admitted to the bar as an attorney in the Court of Common Pleas, held at Taunton in September, 1830. He then began practice in Taunton, where he remained eight years. During this time he married a daughter of John Avery Parker, of New Bedford, who bore him several children. In 1838 he came to New Bedford and formed a law partnership with his former classmate, John H. Clifford, and his ability as a lawyer and character as a gentleman were such that he rapidly gained an extensive business and figured high in his profession. Of Judge Colby's professional ability, Arthur M. Alger, of Taunton, fittingly says: "His knowledge of legal rules and principles was comprehensive, and as a speaker he was easy, very ready in extemporaneous efforts, never at a loss for the right word, and in the heat of argument, animated and forcible. He was especially thorough and painstaking in preparing his cases. In the trial of causes he was always courteous to his opponents, and never guilty of bullying or abusing witnesses. . . . He was a man of great resources—witty, quick at repartee, and a persistent fighter."

As a judge of the Court of Common Pleas, to which he was appointed in 1845, he was invariably fair minded and even tempered, giving general satisfaction to the profession; but the duties of the bench were undoubtedly disagreeable to his tastes, for he resigned his office in 1847, and resumed regular practice. He was appointed district attorney for the Southern District in 1849, which office he held until 1851. He represented Taunton in the Legislature in 1838, and New Bedford in 1841 and 1843, serving as chairman of various important committees, including that on the judiciary. The military had an especial charm for him, and from 1840 to 1845 he commanded the New Bedford Guards. Judge Colby was a ready writer, and gained considerable literary reputation during his time. He was an untiring worker, never allowing an opportunity to pass whereby he could improve himself in

the acquisition of knowledge, and the best Latin and Greek scholars were his favorite companions. His death occurred in New Bedford, on February 21, 1853, his fatal malady being consumption. At the opening of the Court of Common Pleas the following March, the members of the Bristol bar adopted suitable resolutions, greatly lamenting the loss of such an esteemed and honored friend and companion, and fitting remarks were made in laying the resolutions before the bar by Hon. Thomas D. Eliot.

In seconding the motion of Mr. Eliot, Nathaniel Morton, esq., spoke a few feeling words to the court, and concluded as follows:

"When I heard, may it please Your Honor, of the childlike sinking to the 'last long sleep' of our friend and brother, there was forcibly brought to mind and heart the touching lines of the eastern poet, contrasting in vivid colors the birth and exit of man from this world:

> "'On parent knees a naked, new-born child,
> Weeping thou sat'st while all around thee smiled;
> So live that, sinking to the last long sleep,
> *Thou* then may'st smile, while all around thee weep.'

"Such, may it please Your Honor, was the death of our friend and brother. May we all lead a life as useful and find a death as peaceful."

Thomas Dawes Eliot was a son of William Greenleaf Eliot, and was born in Boston, March 20, 1808. He graduated from Columbia College, in the District of Columbia, in 1825, and soon after commenced the study of law with his uncle, Chief Justice Cranch, of the Circuit Court of the district. His professional studies were completed in New Bedford under the guidance of Judge Charles A. Warren, with whom he became a partner upon being admitted to the bar. Later, when Mr. Warren went upon the bench, Mr. Eliot's business assumed wide proportions. He became celebrated in the great litigation between the denomination of Friends, where the title to the Quaker meeting-houses in Massachusetts and Rhode Island was at risk, and in which the usages and faiths of the respective sects passed under legal scrutiny. He also figured in the contests in this county, where he upheld and maintained the chartered powers of the Massachusetts Medical Society on issues raised by physicians of the homœopathic school. During his career the whaling fleet of New Bedford numbered about 400 vessels, and in the

insurance causes which grew out of the loss of vessels of this mighty fleet, is found Mr. Eliot's name in almost every report. Upon two occasions he declined an appointment to the bench, preferring rather to direct his entire attention to the pursuit of his profession. Compared with active practice, the attractions of political office had no charm for him, and after serving in the Massachusetts House of Representatives and State Senate, as was customary among young and brilliant lawyers, he persistently declined to enter into State or national politics. He was induced, however, to become the candidate of the Whig party in 1854 for an unfinished term in Congress. He was elected and took his seat in the Thirty-third Congress, at a time when that body was in a sea of excitement occasioned by the introduction of the Kansas-Nebraska bill. Upon this measure he made a speech which was printed and circulated by the Whig party as a proof of its concurrence in the anti-slavery sentiment in the State. Upon the downfall of the party in 1855 Mr. Eliot became greatly interested with the organization of a new party, and organized the first meeting of the Republican party in this county. A characteristic of the man was his declination of the nomination for attorney-general of the Commonwealth, which was unanimously tendered him by his party. That he was a leader is clearly proven by the fact that after having been absent from two congressional terms at Washington, he was again nominated and elected to Congress from the First District and continued a member of that body until 1869, when he refused further service. His views on the anti-slavery movement, which was the all-absorbing topic of the national House at that time, are too well known to need rehearsal here. In his speeches and debates on this measure he was ever the staunch supporter of liberty and the equal rights of all men.

Although declining health led to his refusal of another nomination in 1869, he still entertained a hope that he might resume practice at the bar, but continued and increasing illness prevented, and his earthly career was ended by death on June 14, 1870 To illustrate the elevated character of the man and the high esteem in which he was held by his own community, the following extract from the New Bedford *Mercury*, written at the time of his death, is quoted:

"Mr. Eliot was pure minded, kind hearted, of sterling integrity, and of a most catholic spirit. In our unreserved intercourse with him we

can recall no instance in which he indulged in any unkind, uncharitable or disparaging remarks about even those who had maligned him. He spoke no ill of his neighbor, but evinced a spirit of charity as beautiful as it is rare.

"He was a deeply religious man, always ready with good words, and as ready with good works. Of his labors in the Sunday-school of the Unitarian Church, where for years he was superintendent, many of our readers have grateful recollections. His heart was in the work, and he deeply regretted the necessity of its relinquishment. Thousands will call to mind his invaluable services as president of the National Conference of Unitarian Churches, and also of the American Unitarian Association, his admirable tact in the chair, his hearty zeal and enthusiasm, and his earnest and successful exertions for fraternal union. He was a generous man, prompt to give to every good object, and foremost in hi contributions of money or of labor to sustain all benevolent enterprises. Better than any triumph at the bar, or the highest honors won in political life, is the simple record of his unselfish Christian life. He rests from his labors and his works do follow him."

Adam Mackie was born in Fyvie, County of Aberdeen, Scotland, in 1818. His education was received at a Latin school in Edinburgh, from which place he came to New Bedford while yet a young man, and for a time led the life of a seaman on board of a whaling vessel. Having an active mind and a desire for the law, he began his studies in the office of Ezra Bassett, and was subsequently admitted to the bar. The law firm of Mackie & Cushman was shortly after organized and the law of the sea made a specialty, generally advocating the cases of the common sailor as against the owners and masters. Mr. Mackie possessed much skill as a lawyer and gained the confidence of a wide circle of clients who had implicit faith in his ability. His homestead in this city was taken in 1865 for the extension of the Oak Grove Cemetery. His house stood under the trees where annually meet the members of the G. A. R. for their solemn services. He died of paralysis at his residence in Spring street, September 11, 1884.

John Ham Williams Page was another member of the Bristol bar who commanded the respect and esteem of his associates in New Bedford and elsewhere. He was born at Gilmanton, N. H., and graduated

from Harvard College in 1826. After having charge of the Friends' Academy in this city until 1829, he resumed his law studies at the Dane Law School, Cambridge. Upon being admitted to the bar in June, 1832, he began practice in New Bedford, where his excellent knowledge of legal science soon gained him a wide and remunerative patronage. His leading characteristic as attorney was his wise and successful application of the law to the active affairs of business. He subsequently removed to Boston to assume the duties of treasurer of a large machine manufacturing company. He was at one time member of the House of Representatives, but retired from the practice of his profession, to which he was so will fitted to fill and adorn, to devote himself entirely to the uncertain field of business.

Joshua Clapp Stone, a son of Henry B. and Elizabeth (Clapp) Stone, was born in Boston, August 28, 1825, and lived in Boston until his thirteenth year, and was there a pupil of T. B. Haywood. He was prepared for Harvard College in the academy at Leicester, Mass, and graduated from the Dane Law School, entering the law office of Col. J. H. W. Page, of New Bedford, in 1846. There he remained until 1853 when he became associated with Judge Brigham, which partnership lasted until the latter was appointed to the bench, when Mr. Stone returned to Boston. He came again to New Bedford in 1862 and entered into a partnership with Hon. W. W. Crapo, which continued until his death, January 2, 1869 He was at one time justice of the Court of Insolvency for the County of Bristol, and in 1866 and 1867 represented the Eleventh District in the Massachusetts Legislature. Among his associates at the bar he held a position of high character, was known as an earnest, zealous and convincing advocate, and in his social relations with his family and neighbors, had the enviable regard and esteem of all.

John Mason Williams was born in Taunton, June 24, 1780. He graduated at Brown University in the class of 1801, studied law in the office of Hon. Seth Padelford, of Taunton, and commenced the practice of his profession in this city in 1804. In 1816 he returned to Taunton, which at that time was the only shire town in the county and held a leading position at the bar. He was appointed associate justice of the Circuit Court of Common Pleas for the Southern Circuit and upon the

death of Chief Justice Ward, of the Court of Common Pleas in 1839, was appointed his successor. He held this position until 1844, when, with all his associates except Hon. Pliny Merrick, he resigned. In 1842 he received the degree of LL.D. from his *alma mater*, and three years later the same honorable distinction was conferred upon him by Harvard University. He went to Boston to live upon his retiring from the bench and for some years filled the office of commissioner of insolvency, also finding agreeable and remunerative employment as chamber counsel. In 1856 he gave up all business and removed to this city, where he remained until his death. He was known as an honest man, true and steadfast to his convictions, devoted to his profession, and as a judge, especially as chief justice, he was held in the highest esteem and respect by the ablest men at the bar. During the War of the Rebellion he showed his staunch patriotism by upholding and forwarding the cause of freedom and equal rights and was confident from the first of the ultimate triumph of the Union. He died at the residence of his son-in-law, Dr. William A. Gordon, of this city, December 28, 1869.

Hon. Oliver Prescott was born in Westford, Mass., November 25, 1806. He graduated at Harvard College in the class of 1828, coming to New Bedford soon afterward and assuming a position as assistant teacher in the Friend's Academy. Later he studied law in the office of Lemuel Williams and in the Dane Law School, Cambridge, and was admitted to the bar in 1832. He early evinced those sterling traits of character and sound judgment which enter into the composition of a good lawyer and able jurist, and in the short space of three years after his admittance to the bar, he was appointed judge of probate of Bristol County, and in 1846 was made judge of the Police Court of this city. He faithfully performed the duties of both positions until 1858 when the probate judgeship was abolished and that of probate and insolvency created, and he resigned the police judgeship. In fifty-eight years of professional life spent entirely in New Bedford and Bristol County, Judge Prescott gained a reputation as honorable as it was long in years. No practitioner was more careful and thorough in the preparation of his cases, or more fully enjoyed the confidence of his clients. He was undoubtedly one of the best probate judges in the State, being held in the highest possible esteem. He was almost constantly consulted on

probate matters, long after his retirement from active professional life, and his great knowledge in this branch of the law was due to his long and varied experience as a judge of the Probate Court. He died at his home in New Bedford, June 11, 1890, aged eighty-four years.

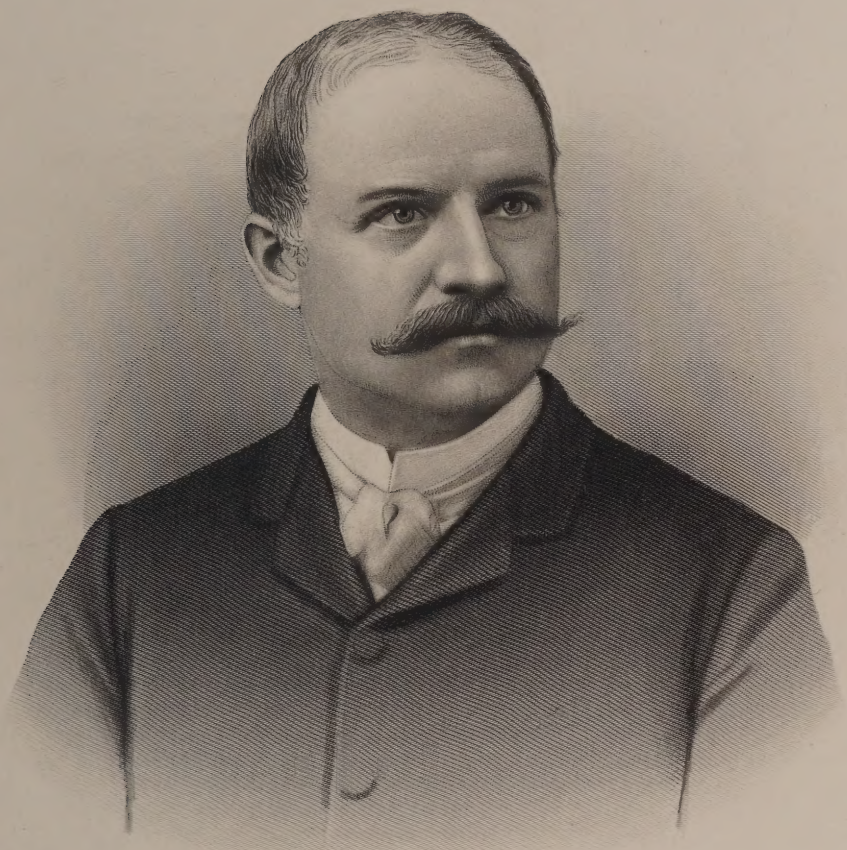
On Friday, June 13, 1890, at the opening of the afternoon session of the Superior Court in New Bedford, Hon. Edgar J. Sherman, presiding, Mr. Hosea M. Knowlton, district attorney, addressed the court in part as follows:

"May it please the Court: During the present week while your Honor has been sitting here, engaged in the conduct of the business of the court, a melancholy event of much more than ordinary interest has taken place in our community. The Hon. Oliver Prescott, venerable in years, the senior member of the bar of this county, if not of the bar of the Commonwealth, after a long life of good works, has peacefully passed to his long rest. It was fifty-six years ago in this court-house, and at this very term of court, that Mr. Prescott was admitted to the bar; and during the whole of that period, up to a very short time before his death, he was actively engaged in the practice of his profession in this city." After a brief compliment to Judge Prescott's many professional and social virtues, Mr. Knowlton said: "And now as a token of respect to the memory of our venerable brother, I move that this court do now adjourn."

In seconding this motion, the Hon. Alanson Borden paid high tribute to his deceased friend, saying among other things: "I have been acquainted with Judge Prescott for more than forty years, and I think I give expression to the prevailing opinion, both among the members of the bar and the community at large, that he was eminently an honest man and eminently a credit to his profession. He has been known for many years as the 'peacemaker of Water street.'"

The following resolutions were adopted on June 26, 1890, at the session of the Superior Court in New Bedford, Judge Sherman presiding:

"*Resolved*, That the death during the term of this court of the senior of our bar, Oliver Prescott, admonishes his professional brethren to suspend our avocation and to perpetuate upon the record of the court our appreciation of his virtues and his acquirements, and our sorrow at the loss of one so honored and so loved. His knowledge of the common law and of all phases of the probate system was very extensive, and a long, careful and conscientious practice made him an excellent adviser and useful lawyer. The promotion of litigation was no delight to him. Where peace was possible he sought it with all his gentle influence; where it was not possible, his duty to his clients and to the court was always faithfully, honorably and well performed. His relations with his brethren of the bar were of the kindliest nature. His great age never separated him from our youngest member. No harsh expression or conduct was his, and if such were



Eng.d by F. G. Kernan, N.Y.

Walter Clifford

ever used toward him they never rankled or rested in his memory. He was a Christian gentleman. We believe he never had an enemy.

Resolved, That a committee of the bar present these resolutions to the court now in session, with the request that they may be entered on its record, and that a copy be sent to the family of Judge Prescott."

Upon the adoption of these resolutions the following members of the bar spoke briefly of their highly respected fellow member: Alanson Borden, William W. Crapo, Lemuel T. Wilcox, William H. Johnson, James Morton, Edwin L. Barney, and Justice Sherman.

Hon. George Marston was born in Barnstable, October 15, 1821, and his early education was received at the common schools. He completed a course of study in the law school of Harvard College and was admitted to the bar in 1845. He had the great advantage of acquiring much professional knowledge through unlimited intercourse with his uncle, Nymphus Marston, for many years one of the best and most influential members of the Barnstable bar. At the time of his removal to New Bedford in 1869, he had already gained for himself wide-spread distinction as district attorney for the Southern District, and upon the death of Joshua C. Stone, of the firm of Stone & Crapo, Mr. Marston filled the place and the firm of Marston & Crapo was formed. Subsequently the firm became enlarged by the addition of other members, and in 1878 was divided into two firms, Marston & Cobb, and Crapo, Clifford & Clifford. With the former Judge Marston was connected continually down to the time of his death. He was registrar of probate of Barnstable county from March, 1853, to December, 1854, and judge of probate from 1854 to July 1, 1858. From 1860 to 1879 he was district attorney for the Southern District, and it was while holding this office that he removed to New Bedford. Upon his election to the office of attorney general in 1889 he resigned the former position, and the members of the Bristol bar united in a public testimony of their appreciation of his public worth and distinguished services. He declined a renomination for the office of attorney general in 1882, having been three years successively re-elected to that position, and from that time on was not identified with any public office, but continued the practice of his profession. His last case was argued before the court at Plymouth six weeks prior to his death. The following is taken from a biographical sketch of Mr. Marston, written by a friend and associate some years ago, and expresses forcibly the true character of the man:

"He retired after a quarter of a century of service as prosecuting attorney with a record of unsullied integrity, great ability, and the affectionate regard of all classes of people rarely equaled. But it was not only as a public officer that he was known and respected. For fifteen years scarcely a cause of the first magnitude was tried on the civil side of the court in which Mr. Marston was not engaged, and in which his arguments to the jury were masterpieces of forensic ability. Nor was his work confined entirely to the strict line of his profession. As president of the Nantucket and Cape Cod Steamboat Company, director of the Old Colony Railroad Company, the Citizens' National Bank of New Bedford, and the Quincy Mutual Fire Insurance Company, he displayed business ability of a high order.

"And so the members of the New Bedford bar feel that the question which was in their minds on that beautiful winter's day in January, 1869, when Mr. Marston was invited to leave Barnstable and come to this city, to fill the important vacancy created by the death of Joshua C. Stone, was fully answered, and that with untiring energy and pre-eminent ability, with marvelous resources and quickness in their use, with the keenest conception of the true relation of facts to each other, with an unlimited fertility of expression and effective and persuasive diction, all united with an impressive physique, and with all these great powers held in place and controlled by a fullness of heart which won the affection, and a character of perfect integrity which commanded the respect of all, George Marston worthily and completely continued during his life the succession of the leaders of the bar of Southern Massachusetts." He died at his residence in this city, August 14, 1883, and was buried at Falmouth.

Lincoln Flagg Brigham was born in Cambridge (port), Mass., October 4, 1819, and was the youngest son of Lincoln and Lucy (Forbes) Brigham. When partially fitted for college he entered the counting-room of Samuel Austin, jr., a well-known merchant of Boston, engaged in the Calcutta trade, but remained in this position but two or three years, when he abandoned it and prepared for college under the private tuition of Rev. David Peabody, and graduated from Dartmouth College in 1842. He then entered the Dane Law School of Harvard University, and remained there until January, 1844, when he began the study of

the law in the office of Clifford & Colby, at New Bedford. He was admitted to the bar at the June term of the Bristol County Court of Common Pleas, at New Bedford, in 1845. The same year he was received as a partner by John H. Clifford, and when the latter became governor of Massachusetts, in 1853, he appointed Mr. Brigham to the office of district-attorney of the Southern District. This office he held until 1856, when the office, becoming elective, he was elected to and continued it until he received the appointment of an associate justice on the establishment of the Superior Court. Upon the promotion of Seth Ames to the Supreme Judicial Court, January 28, 1869, Gov. William Chaflin appointed Judge Brigham to the chief justiceship of the Superior Court. He resided in New Bedford from 1844 to 1860, in Boston from 1860 to 1866, since which time he has resided in Salem, Mass. He retired from public life in 1890. He married, on October 20, 1847, Eliza Endicott Swain, daughter of Thomas Swain, of New Bedford. Judge Brigham's professional career was one of continued and marked ability and constant success, and he enjoys in his declining years the reputation of an enviable record among the members of the bar of the Commonwealth.

Robert C. Pitman was a native of New Bedford, where he received his early education. He came to the bar in 1847, and was a partner for a number of years with Thomas D. Eliot, then one of the leading lawyers of the Commonwealth. In 1858 he was appointed judge of the Police Court, which position he held until 1864. In 1869 he was made a judge of the Superior Court, and held the office until his death, in March, 1891. Upon his retirement from the police justiceship he was elected to the State Senate, where he proved himself an able speaker and a leading statesman. He possessed remarkable judgment, and excellent judicial qualities, being in every way fitted for the highest court in the State. In his legislative career he was an active temperance worker, and was identified with many questions that concerned the best interests of humanity.

Present Lawyers of New Bedford.—Charles Thomas Bonney, born at Rochester Mass., April 28, 1832. He was educated at Rochester Academy, Phillips Academy at Andover, and entered Harvard in 1848, graduated in 1852. He studied law one year with John Eddy, esq., a

brother-in-law in Providence, R. I., and at the Harvard Law School, and then in the office of Hon. Thomas D. Eliot, in New Bedford, and was admitted to the bar in October, 1855. He has been engaged largely in the practice of admiralty and maritime business, and was assistant United States counsel in the Court of Alabama Claims during its term between 1874 and 1876, and also in its subsequent terms between 1882 and 1885. Mr. Bonney has been a member of the School Board of New Bedford for nearly thirty years. Was representative in the State Legislature in 1863 and 1864.

Edwin L. Barney was born in Swansea, April 1, 1827. He received his early education in high school and Brown University, afterwards at Yale Law School, and completed his law studies with Timothy G. Coffin, in New Bedford. He was admitted to the bar October, 1850, and has practiced here ever since. In 1851 he was appointed master in chancery, an office which he has held continually to the present time. He was elected to the State Senate in 1865 and 1866. He was judge advocate on General Butler's staff from 1869 to 1875, and has been city solicitor several times.

Lemuel T. Wilcox was born at Fairhaven, Mass., August 8, 1835. His preparatory education was received at Williston Seminary, East Taunton, Mass., and he graduated from Yale College in 1860. He studied law in Eliot & Stetson's office, New Bedford, and was admitted to the bar in 1862, and has practiced here ever since.

Wendell H. Cobb was born at Sandwich, Mass., October 10, 1838, and received his early education in common schools, Paul Wing's Academy, Spring Hill, Sandwich; Phillips Academy, Andover, Mass., Dartmouth College, and graduated in June, 1861. He studied law with Stone & Crapo, of New Bedford, and was admitted to the bar in June, 1865, and began practicing in New Bedford, where he has since remained. He has held the office of city solicitor two years, was alderman of the Fifth Ward from 1885 to 1888 and of the Third Ward in 1891. He has also been a member of the school committee for several years.

Charles W. Clifford was born in New Bedford August 19, 1844. He was prepared for Harvard at the Friends' Academy. He graduated in July, 1865, and began the study of law under the direction of Hon. E.

H. Bennett, of Taunton, of Hon. John C. Dodge, of Boston, and at the Harvard Law School. He was admitted to the bar in New Bedford in the June term, 1868, and began practice in the office formerly occupied by his father. He became a member of the firm of Marston & Crapo in 1869, of which he remained a member until 1878, since which time he has been an active partner of the firm of Crapo, Clifford & Clifford. He was appointed one of the commissioners to revise the judiciary system of the Commonwealth in 1876.

Thomas A. Codd was born at Barbadoes, British West Indies, October 7, 1839. He was educated at private schools and Harrison's College, graduating from King's College at Barbadoes in 1859. He studied law with E. L. Barney, in New Bedford and was admitted to the Bristol County bar in 1881 and has practiced in New Bedford ever since.

Alexander McLellan Goodspeed, born at Falmouth, Mass., Decem-31, 1847. His education was received at public schools and Academy of Falmouth and Phillips Academy. He studied law first with Marston & Crapo and afterward with Marston & Cobb. He was admitted to the bar March 3, 1880, and has since practiced in New Bedford. For a number of years he has been a director in Falmouth National Bank and counsel for the bank.

James L. Gillingham was born at Chelsea, Mass., July 12, 1857, where he received his early education. He graduated from Fairhaven High School and studied law with Stetson & Greene and was admitted to the spring term of the Judicial Court, April 20, 1880. He has since practiced in New Bedford where he has held the office of public administrator and comissioner to qualify civil officers.

Frank A Milliken, born in New Bedford March 18, 1854, and was educated in public schools, Edward A. H. Ellis's private school, Law School of Harvard University, from which he graduated with the degree of LL.B., in 1875. He continued his law studies in the office of Marston & Crapo and was admitted to the bar in 1876. He has been city solicitor, member of the common council, school commissioner and is now associate justice of the Third District Court of Bristol County, having been appointed by Gov. A. H. Rice in 1878.

William C. Parker was born at New Bedford, February 19, 1850, and received his early eduation at the New Bedford public schools and Al-

bany, N. Y., Law School connected with the Union University. He studied law with Barney & Knowlton and was admitted to the bar in 1876. His practice has been prosecuted in New Bedford. He was elected to the State House of Representatives in 1873 and 1874 and was city solicitor in 1878 and 1881. He was a member of the common council for several years.

George Fox Tucker was born in New Bedford in 1852. He was educated in Friends' Academy, New Bedford, and Friends' Boarding-school, Providence, R. I. Studied law with Messrs. Marston & Crapo, of New Bedford, and at Boston University Law School; graduated in class of 1875. He was admitted to the bar at New Bedford, March, 1876, and has practiced in New Bedford and Boston. He was a member of the school committee of New Bedford in 1881, and represented that city in the Massachusetts House of Representatives, 1890, '91, and '92.

Arthur Eben Perry, born at New Bedford March 3, 1857. His early education was received in private schools and Friends' Academy, and at Harvard University in 1878. He was in the office of Marston & Crapo for six months, and a year in the office of Crapo, Clifford & Clifford, and one year at the Boston University Law School. He entered Attorney-General Marston's office in Boston as a student and was admitted to the bar July 9, 1879. He has since practiced in New Bedford where he has an office with H. M. Knowlton. Has been a member of the common council and city solicitor two years.

Daniel Tucker Devoll, born at New Bedford May 3, 1857, and was educated at the public schools, graduating from the High School in 1875. He was under the direction of private tutors for two years and entered the Law School of Boston University in 1877, graduating in the spring of 1879. He studied in the law office of Thomas M. Stetson in New Bedford and was admitted to the bar at the spring term of the Superior Court in 1880, practicing in Mr. Stetson's office for two years. He then established an office with A. E. Clark and has always practiced in New Bedford. He was a member of the common council for three years and is at present chairman of the school committee of the town of Acushnet.

William M. Butler was born in New Bedford January 29, 1861. He received his education in the local public schools and graduated from

the Boston University Law School in the class of 1884. He was admitted to the bar September 14, 1883, was a member of the common council in 1887, and was elected to State House of Representatives in 1890 and 1891, and is State Senator elect from this district.

Benjamin B. Barney, born in New Bedford January 25, 1868. Was educated at the New Bedford High School and graduated LL.B. at the Boston University, June, 1889, and was admitted to the bar the same month. Was elected to the House of Representatives of Massachusetts in 1891, being the youngest man ever elected to that body from New Bedford.

Henry Barnard Worth, born in Brooklyn, N. Y., February 24, 1858. Was educated in the common schools of Nantucket and was at Amherst College for three years. He studied law at the office of Stetson & Greene, New Bedford, being admitted to the bar in January, 1885. He has since practiced in New Bedford.

Lemuel B. Holmes was born at Rochester, Mass., July 26, 1853, and received his early education at the common schools of Mattapoisett and Charlestown; Pierce Academy, and Massachusetts Agricultural College, graduating in the class of 1872. He studied law with Thomas M. Stetson in New Bedford and was admitted to the bar in September, 1875. He has been city solicitor upon eight occasions, holding the office about seven and one-half years. He is at present associated with the law firm of Stetson & Greene.

Francis B. Greene was born in 1844, graduated at Harvard College in the class of 1865, was admitted to the bar in 1869, and thereafter commenced the practice of law with Thomas M. Stetson, esq., under the style of Stetson & Greene; subsequently Lemuel Le Baron Holmes, esq., and Eliot D. Stetson, esq., were admitted into the firm. He retired from the active practice of law in 1888.

Eliot Dawes Stetson was born in New Bedford, July 27, 1861. His education was received at old Friends' Academy and Harvard College, from which he graduated in 1882. He studied law in the office of Stetson & Greene and at Harvard Law School, was admitted to the bar June 9, 1885, entering the fiem of Stetson & Greene the following month, and has continued to practice with them to the present time. Was a member of the common council in 1889, 1890 and 1891.

Francis Wilder Tappan was born in Boston, Mass., December 29, 1817. He first studied law at Johnstown, N. Y., until 1838, afterward in New York city from 1839 to 1841, and was admitted to the bar in the latter year. He practiced in Ravenna, Ohio, from 1842 to 1853, was commercial agent in Philadelphia and New York from 1853 to 1869. He removed to Fairhaven in 1870 and opened an office in New Bedford. He was appointed a special justice of the Third District Court of Bristol County in 1875.

Robert F. Raymond was born in Stamford, Conn., June 15, 1858, and was prepared for college in New Bedford High School. Studied at Wesleyan University, Harvard College and Law School. He was admitted to the bar at the June term of 1883 and has been in practice in New Bedford ever since.

Joseph I. da Terra was born at Fayal, Azores, November 30, 1865, was educated at Fayal public schools and graduated from Boston University Law School in 1885. He was admitted to the bar in the fall of 1885 and has since practiced law in New Bedford.

Clifford P. Sherman was born in New Bedford, September 13, 1861. He received his education at New Bedford public schools, graduating from High School in June, 1879. Studied law with Crapo, Clifford & Clifford, and was admitted to the bar June 14, 1886. He always practiced his profession in New Bedford.

Thomas F. Desmond was born in Limerick, Ireland, June 17, 1851. His early education was received at public schools and High School of Braintree, Mass. Attended the Bridgewater State Normal School and studied law in the office of Hon. Asa French in Boston. Admitted to the bar in June, 1872. Went into the office of Hon. Edward Avery, of Braintree, and remained there for three years, coming to New Bedford in April, 1879, where he has continued to practice. Was registrar of voters in 1885, and chairman of the board for the four years following.

William Henry Johnson was born at Richmond, Va., July 16, 1811. Mr. Johnson educated himself by self-study. He began to study law in the office of Francis L. Porter in 1860. He was admitted to the bar in 1864 and has continued to practice in New Bedford since. He was a member of the common council in 1880 and 1881.

Emanuel Sullavou was born at Richmond, Va., August 21, 1845. His education was received at New Bedford High School and Exeter,

N. H., and Cambridge, Mass. He first studied law in the office of Alanson Borden and afterwards with Marston & Crapo. He has practiced law in New Bedford since his admission to the bar. Was a member of the city council in 1878, and is at present a member of the board of registrars.

Isaiah C. Dade was born in Washington, D.C., April 11, 1865, and was educated at the public schools in Washington and New Bedford. Completed his academical course of study at Lincoln University of Pennsylvania. Studied law with Wendell H. Cobb, of New Bedford, and was admitted to the bar October 10, 1888. He began practice in New Bedford where he has since remained.

Mayhew R. Hitch was born in New Bedford February 6, 1867. His early education was received at New Bedford High School and Boston University Law School. He was admitted to the bar in 1889 and is associated with William M. Butler. He has always practiced in New Bedford.

George H. Palmer was born in New Bedford April 22, 1823. His early education was received in the old Friends' Academy and at Pierce Academy and Middleborough, Mass. He graduated from Dartmouth College in 1845. He studied law with Clifford & Brigham and at the Law School in Philadelphia. Was admitted to the bar in 1848 and began practice in Boston, and in 1851 went to New York and became a partner with Smith & Vanderpoel. Was afterwards employed as attorney for mercantile agencies in New York until 1864. He came to New Bedford in 1866 and resumed the practice of the law. He returned to Boston in 1870 and remained there until 1872. He again returned to New Bedford in 1873, where he has since practiced.

Homer Winthrop Hervey, born at New Bedford February 10, 1866, and received his early education at private schools and Friends' Academy. He entered Harvard in 1884, graduating with the degree of A.B. in 1888. He then entered the Harvard Law School from which he graduated in 1891, taking the degree of LL.B. He studied law in the office of Hon. H. M. Knowlton and was admitted to the bar September 22, 1891.

Edwin A. Douglass was born in New Bedford August 9, 1856. His early education was received in the schools of his native place and he

studied law with Crapo, Clifford & Clifford. He was admitted to the bar September 22, 1881, and had always practiced in New Bedford.

Patrick F. Carroll, born in New Bedford October 14, 1860. He graduated from New Bedford schools and entered the law office of Thomas F. Desmond in 1881 and was admitted to the bar at the March term in Taunton, 1884. He began practice in New Bedford where he is associated with James Smith.

Albert Edwin Clarke was born in Barbadoes and was educated there. He came to New Bedford soon after the civil war and studied with C. T. Bonney, becoming a partner after his admission to the bar. About the year 1880 he began practice alone. He has been a member of the State Legislature two terms.

A. B. Collins is a native of Fairhaven, received his education there and studied law with Stetson & Greene. He was admitted in 1877, and has always practiced alone. He is now located in Fairhaven.

William B. Smith was born in New Bedford January 30, 1846. He received his early education at the grammar schools of New Bedford and began the study of law in the office of H. M. Knowlton in 1880 and was admitted to the bar in January, 1882. He has held the office of ward officer, commissioner of insolvency and was twice a member of the common council under Mayor Morgan Rotch.

James Smith was born in Glasgow, Scotland, September 21, 1855, where his early education was received. He came to New Bedford when eleven years of age, and attended grammar and high schools, from which he graduated in 1876 and studied at Brown University. He entered the office of E. L. Barney and subsequently that of William C. Parker, being admitted to the bar in June, 1883. He has since practiced in New Bedford.

Hon. Wm. W. Crapo, Thos. M. Stetson, Alanson Borden, Walter Clifford, and many deceased members of the judiciary and bar, have extended biographies in later pages of this work.

Engd by A.H. Ritchie,
Photo by Farlow.

Edw. S. Abbe

CHAPTER XXX.

THE MEDICAL PROFESSION.

Formation of Massachusetts Medical Society– Its Membership--District Societies—Incorporation of Southern District Medical Society--Change of Name to Bristol South District Medical Society—Physicians of New Bedford Members of State Society Prior to 1839 — First Physicians in the Town—Benjamin Burg — Daniel Hathaway — Elisha Tobey — Samuel Perry— Samuel Perry, jr.— Ebenezer Perry--Samuel West— William C. Whitridge — Alexander Reed – Elijah Colby — Julius S. Mayhew — Paul Spooner — Aaron Cornish — Lyman Bartlett — Andrew Mackie — Henry Johnson — John H. Jennings — Charles L. Swasey — William A. Gordon — John H. Mackie.

THE Massachusetts Medical Society was formed in 1781, with power to elect officers, examine and license candidates for practice, hold real estate, and "continue as a body politic and corporate by the same name forever." In June, 1782, after several preparatory meetings, by-laws were enacted, a common seal adopted, the society organized, and Dr. Edward A. Holyoke, of Salem, chosen the first president. In 1790 the first publication of the society was issued; the second appeared in 1804 and the third in 1806. The society is intended to include all regular physicians practicing medicine within the Commonwealth, and admission takes place according to prescribed laws of the State and society.

An extract from chapter 82, Massachusetts laws, 1859, reads as follows: "No person shall hereafter become a member of the Massachusetts Medical Society except upon examination by the censors of said society; and any person of good moral character, found to possess the qualifications prescribed by the rules and regulations of said society, shall be admitted a member of said society."

The Massachusetts Medical Society includes seventeen district societies, all of which are under the control of the parent society. The district societies appoint their own officers and establish regulations for their particular government, not repugnant to the by-laws of the general society; and are empowered to hold and dispose of books, instruments and other personal property, exclusive of any authority of the

general society. One of these district societies is the Bristol South District Medical Society, which consists of fellows of the Massachusetts Medical Society living in Chilmark, Dartmouth, Edgartown, Fairhaven, Fall River, Lakeville, Mattapoisett, Middleboro', Nantucket, New Bedford, Rochester, Tisbury, Wareham, and Westport The charter for this district was granted by the Massachusetts Medical Society at a meeting of the councilors held at Boston April 3, 1839. An extract from the records reads as follows:

"To Alexander Read, Andrew Mackie, Paul Spooner, Samuel Sawyer, Julius A. Mayhew, William C. Whitridge, fellows of said society, greeting: Your application made in due form, requesting that a district or subordinate medical society, residing in the following towns in the county of Bristol, viz: New Bedford, Fall River, Taunton, Freetown, Fairhaven, Dartmouth and Westport; in the county of Plymouth, Middleborough, Rochester and Wareham; in Dukes County, Chilmark, Tisbury, and Edgartown; and Nantucket, was duly considered at a meeting of the councilors held at Boston on the third day of April, A. D. 1839, and it was voted that your request be granted.

"Be it therefore known, that pursuant to an act of the Legislature of this Commonwealth entitled 'An act to incorporate certain persons by the name of the Massachusetts Medical Society,' authorizing the councilors of said society thereunto, a district or subordinate society by the name of the Southern District Medical Society is hereby established, to consist of those fellows of the Massachusetts Medical Society now residents within the limits aforesaid for the purpose of electing officers and transacting such other business as they shall deem expedient.

"In testimony thereof, the president, pursuant to the aforesaid vote of the councilors, has hereunto subscribed his name and affixed the seal of the corporation this 18th day of April, A. D. 1839. GEORGE C. SHATTUCK,

"Attest, S. D. TOWNSEND, Recording Secretary. President."

The name under which this society was incorporated has since been changed to the Bristol South District Medical Society, and its members made to include those fellows of the parent society residing within the following cities and towns, viz: New Bedford, Fall River, Westport, Dartmouth, Fairhaven, Middleborough, Rochester, Mattapoisett, Wareham, Nantucket, Edgartown, Tisbury and Chilmark.

The following is a list of the physicians of New Bedford who were fellows of the Massachusetts Medical Society previous to the incorporation of the subordinate society:

Samuel Perry, 1803; Alexander Read, 1816; Paul Spooner, 1821; William C. Whitridge, 1822; Andrew Mackie, 1824; Julius S. May-

hew, 1830, Jeremiah Stone, 1831; Lyman Bartlett, 1833; William A. Gordon, 1835; Thomas P. Wells, 1838; William R. Wells, 1838.

Unfortunately the records of the Bristol South District Medical Society are incomplete, part of them having been lost, and it is impossible to give a list of the various officers.

Personal Notes.—Dr. Benjamin Burg was the first physician in the old town of Dartmouth, of whom there is any record. He died September 18, 1748, in the fortieth year of his age, and was buried in the old graveyard at Acushnet. Dr. Daniel Hathaway was also one of the very early physicians and undoubtedly practiced in Dartmouth shortly after the death of Dr. Burg. Dr. Hathaway died in 1772. Dr. Elisha Tobey, another well known physician in early days, died May 10, 1781, in his fifty eighth year. His residence was the old gambrel-roofed house in the north part of Acushnet village.

Dr. Samuel Perry, a physician of considerable repute, died April 15, 1805, in the seventy-fourth year of his age. His residence was on the east side of the Acushnet road, near the village of Acushnet. Dr. Samuel Perry, a son of the above, died at the house of Judge Edward Pope, in New Bedford, October 26, 1820, aged fifty-seven years. Dr. Ebenezer Perry, another son of the elder Dr. Perry, and a physician of extensive practice, died of apoplexy in New Bedford, March 18, 1822, in his sixty-sixth year. He was born November 9, 1756. Of this physician the New Bedford *Mercury* of March 22, 1822, says: "In the death of Dr. Perry, the society are deprived of a highly valuable member. During a long course of professional usefulness he has uniformly preserved a character for irreproachable integrity and true worth. His loss will be sorely felt by a wide circle of friends and by the community generally."

In speaking of the early literature of New Bedford, William Logan Fisher says: "The medical literature previous to the present century was mostly confined to Ebenezer Perry, the only physician in the place. About the year 1795 his charge for a visit was sixpence, and thus he kept all other physicians at a distance. An English lady who was under his treatment at this time was so much surprised at the smallness of his charge that she requested she might be furnished with the particulars of the bill that she might take it to England. After this he raised

his price to one shilling per visit. He was a good, plain, practical physician, and an honest man."

Dr. Samuel West was also a prominent phyisician. He was born June 12, 1774, and died June 15, 1838.

Dr. William Cushing Whitridge, an eminent physician, whose familiar figure is fresh in the memory of many who are yet living, was born in Tiverton, R. I., November 25, 1784, and died in New Bedford, Mass., December 28, 1857, in the seventy-fourth year of his age. His father was a distinguished physician in his day, as was also his two brothers, Dr. Joshua R. Whitridge, of Charleston, S. C., and Dr. John Whitridge, of Baltimore. Dr. Whitridge entered Brown University in 1800, but subsequently went to Union College, Schenectady, N. Y., where he graduated with distinction in 1804. He entered at once as a pupil in his father's office and attended one full course of lectures at Harvard University. He did not, however, at that time, take a medical degree, and in 1847 received from Harvard the honorary title of Doctor of Medicine. He began active practice at Tiverton, R. I., and continued to labor there with success until 1822, when he removed to New Bedford. Here he toiled in a widening circle of professional occupation until death bore him from the scene of his labors. His personal appearance was highly prepossessing, and his manners were simple and unaffected. He possessed a quick and ready perception, a rare faculty of analysis, and a remarkable facility in the attainment of useful and important facts bearing on his profession. The public confidence in his skill as a physician was very great, and it is said that at the time of his death he had the largest consultation practice in New Bedford. Dr. Whitridge was frequently delegated by the Massachusetts Medical Society to attend the sessions of the American Medical Association, and was present at those of Boston and New York.

Dr. Alexander Read was a physician of high standing and one of the leading members of his profession in this part of the State. He was born at Milford, July 10, 1786, and died in New Bedford November 20, 1849. He was graduated with honors at Dartmouth College in 1808. He studied medicine under the direction of Dr. Greene, of Worcester, and of Nathan Smith, M. D., and began practice in New Bedford in 1811. He soon acquired the reputation of a skillful and attentive phy-

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L. D. Stickney M. D.

sician, and received the patronage of a numerous circle of intelligent and wealthy citizens. A course of lectures prepared and delivered by him on chemistry and botany with great acceptance was a happy introduction to the youthful portion of the more intelligent population, and many of the attendants remained ever after his ardent friends. He possessed by nature a sanguine temperament, and by cultivation and intercourse with good society a refined taste which made him a conspicuous and welcome figure in the circle in which he moved. His ruling passion was to promote the well being of those with whom he associated. Hence as a physician he was ardent in the pursuit of knowledge, careful in his observation of the changing phases of disease, kind in his deportment, courteous in all the relations of life, and skillful to perceive and minister to the necessities of his numerous patients. He received the degree of M. D. at New Haven in 1816. Dr. Read was a skillful surgeon as well as a physician, and his advice was much sought and highly valued by his professional brethren. He published but little. His remarks on the mode of preparation and uses of datura stramonium are a model of simplicity and directness in medical communications. Dr. Read was an ardent and devoted Christian, having the most reverent regard for the Bible. He was known as a good husband, kind father, beloved physician, and in every relation eminently a good man. His fatal disease was hæmaturia, followed by chronic disorganization and protracted suffering.

Dr. Elijah Colby was born at Hopkinton, near Concord, N. H., June 16, 1798, and died in New Bedford, August 30, 1856. He went to school and prepared for college in his native town, teaching school in various places, and afterward graduating at Dartmouth College at the age of twenty-three. He studied medicine with an old and well-known physician at East Concord, and began practicing there at an early age. He came to New Bedford in 1830 and continued to practice here almost up to the hour of his death, he having prescribed for a patient at 3 in the afternoon, when the shadow of death was already upon him. Dr. Colby was a man whom everybody loved. A gentleman in deportment, an excellent and skillful physician, a man of superior judgment, he never spoke a cross or impatient word, and gained the respect and esteem of a wide circle of friends and acquaintances.

Dr. Julius Stewart Mayhew was a son of Dr. Matthew Mayhew, of Chilmark, Mass., and was born there February 17, 1787. He died in New Bedford September 20, 1859. When a boy he attended school at Chilmark, and afterwards came to New Bedford when approaching manhood and prosecuted his studies, later on teaching day school and singing-school. He graduated from the Harvard Medical School in the class of 1826, and shortly after began the practice of medicine in Fairhaven. He removed to New Bedford with his family April 20, 1829, and was actively engaged in the practice of his profession until within about two years of his death. He was admitted a fellow of the Massachusetts Medical Society in 1830. One peculiarity of this branch of the Mayhew family was that there had been a physician in every generation down to and including Dr. Julius. He is said to have been the first or one of the first, who voted the Abolition ticket in New Bedford. Dr. Mayhew enjoyed the confidence of a large number of patrons, and in his manners was a fine specimen of the gentleman of the old school. He lived an unpretending Christian life, and especially was a foe to oppression of every kind, always ready to give a testimony against slavery and advocating the equal rights of the colored race.

Dr. Paul Spooner died of heart disease and paralysis July 18, 1862, aged seventy-six years. He was the sixth child of Seth and Patience (Pierce) Spooner, and was born in Fairhaven June 12, 1786. He attended school at Long Plain and afterward studied medicine, first in 1803 with Dr. Samuel Perry, jr., and later with Dr. Samuel Willard, near Boston. He opened an office in New Bedford in 1807, and lived at the corner of Acushnet avenue and School street for several years during the early part of his professional career. Dr. Spooner had been in practice in New Bedford upwards of fifty years at the time of his death, and had been very successful as an accoucheur, having been as extensively employed in that branch as any physician in New England. He retired from active professional duties in 1860.

Dr. Aaron Cornish was born at South Plymouth, Mass., and died in New Bedford April 7, 1864. He was a son of Josiah Cornish, also of South Plymouth, and first attended school in his native place, afterward completing his education in Boston, studying medicine and graduating from the Harvard Medical School in the class of 1820. His first per-

manent location was in Falmouth, where he lived and continued to practice until he came to New Bedford. In his younger days, and when he was yet studying medicine with Dr. Alexander Read, he taught a private school. He was a very reticent man, but was a profound and exhaustive scientific reader, being wonderfully well informed on a multitude of subjects. He had a marvelous knowledge of the Bible, but was not given to parading his knowledge broadcast. While a perfect Bible scholar he also believed in practical Christianity. Dr. Cornish was not a great talker and therefore not a man to accumulate many acquaintances outside of his business, but those who knew him best appreciated his real worth and were his steadfast friends.

Dr. Lyman Bartlett was one of New Bedford's best known physicians. He was born at Conway, Mass., in 1808, where he received his early education. He afterward studied medicine and was partly educated in Paris. He came to New Bedford in 1834 or 1835, and was successfully engaged in practice here until within a short time of his death. He held to life with great tenacity, and only relinquished active duties at the last moment and was confined to his house but a short time. He was a man of large culture, of fine social qualities and devoted to his profession. He enjoyed a large and lucrative practice, and numbered among his patrons some of the best families of New Bedford. His death occurred at his residence on County street on the morning of June 6, 1865.

Dr. Andrew Mackie was born at Wareham, Mass., January 24, 1794, and was the son of Dr. Andrew Mackie, also of Wareham, who was a successful physician. His grandfather, Dr. John Mackie, was a prominent physician of Southampton, L. I. The younger Dr. Andrew was fitted for college under the care of Rev. Noble Everett, of Wareham, graduated at Brown University in 1815, studied medicine with his father and elder brother, Dr. John Mackie, of Providence, R. I., and at the College of Physicians in New York, and began regular practice in Plymouth, Mass., in 1817. Dr. Mackie's professional career was divided between Plymouth and New Bedford, the later years of his life being passed in this city, amid many warm friends and in the enjoyment of a large practice. He was twice elected vice-president of the Massachusetts Medical Society, and by its choice delivered the annual address of

1850. He kept up his reading of current medical literature to the last, but had seen so many glittering specialties come and go that, though not rejecting, he doubtless was jealous of new novelties. He united with the Congregational Church in early life, and was ever afterward a faithful and devoted member. He was chosen deacon of the North Congregational Church of New Bedford in 1834, and retained his official relation until his death. A strong man, he was strong in his convictions. For fifty years he was a striking representative of an honest, conscientious Christian man, respected by the entire community and loved devotedly by his family. Dr. Mackie married, December 4, 1821, at Plymouth, Mass., Hetty A., daughter of Capt. Lemuel Bradford, who was killed in the War of 1812, and a lineal descendant of Governor Bradford. Dr. Mackie died in New Bedford May 2, 1871.

Dr. Henry Johnson was born in Wayne, Me., in 1833 and died in New Bedford April 19, 1880. He graduated from the Medical School of Harvard College in the class of '65 and was an assistant surgeon in the navy during the War of the Rebellion. He settled in New Bedford after the war and married a daughter of the late Dr. William A. Gordon. He was city physician for several years, medical examiner of the Third Bristol District, and was also physician to the jail and House of Correction. Dr. Johnson was an able and skillful physican, and was highly esteemed by his medical associates and all who were acquainted with him. He was of rather a retiring disposition, but his straightforward, manly character won him friends wherever he was known.

Dr. John H. Jennings was born at Winchester, Va., in 1822, and after devoting some time to the study of medicine commenced practice at McArthur, Ohio, where he soon became a recognized leader in his profession, though he had not obtained his majority. Wishing to obtain the best instruction the country afforded, he entered the Harvard Medical School in Boston and graduating in 1847, settled in New Bedford, where he remained a successful practitioner, except for a short time when he was in the army in 1861, until within about two years of his death, when failing health compelled him to retire. He died July 31, 1880, in his forty-seventh year. Dr. Jennings was of much natural tact and good judgment as a physician and ready and confident as a surgeon. In his medical practice he produced special good results in

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the treatment of diphtheria. He was upright in his business transactions, of correct habits, and it was in his nature to desire the good opinion of the world, and to work to the extent of his ability to provide comfortably for his family. His many good qualities entitle him to the general respect in which he was held. Dr. Jennings was also possessed of a good degree of mechanical genius.

Dr. Charles Lamson Swasey was born in Limerick, Me., December 14, 1815, and died in New Bedford December 24, 1888. His early education was secured at the Limerick Academy, and later on he graduated from the Medical School of Bowdoin College, in the class of '38. He came to this city between 1850 and 1860 to take the place of Dr. Folsom. From that time on he practiced in New Bedford until within a year or two of his death, except for a short period in the early days of the war, when he was in the army as a surgeon. Dr. Swasey was at one time member of the board of health and quarantine physician. He was well versed in natural history, of which he was all his life an enthusiastic student, and was a strong believer in the theory of evolution and of the antiquity of the human race. He was for many years a zealous member of the school committee and of the New Bedford Lyceum in its palmy days.

Dr. William A. Gordon was born at Newburyport, Mass., March 17, 1808, and was a son of William and Helen Gordon, the latter a native of Scotland. When he was two months old his parents moved to Hingham. Here he grew up and attended school and was prepared at Derby Academy for Harvard, from which college he graduated in the class of '26, following with a course at the Harvard Medical School, from which he graduated at the early age of twenty-one. He was at this time afflicted with poor health and went with his father to the home of his grandfather in St. Andrews, practicing medicine for four months in Robbinstown, Me., and settling permanently at Taunton in 1830. In the latter place he married in October, 1833, Maria, daughter of Hon. John M. Williams, by whom he had eight children, and who died July 11, 1875, at the age of sixty-one. Dr. Gordon continued to reside and pursue his professional duties in Taunton until December, 1839, at which time he removed to New Bedford, practicing here till 1877. He then moved

to Dartmouth and lived there on his farm, "The Downs," till 1885 when he again came to New Bedford and remained until a fatal malady caused his death. He became a member of the Massachusetts Medical Society in 1835, being one of its councilors and a prominent figure in the Bristol South District Medical Society, for which he acted as president during one term, and as treasurer for several terms. He prepared and read before the society, a paper, on "Puerperal Tetanus," which was subsequently published in the *American Journal of the Medical Sciences.* Although Dr. Gordon was an ardent Republican throughout his life, and was always deeply concerned for the welfare of the government, he never sought political preferment, the only office he ever held being that of overseer of the poor of this city, which office he retained for seventeen years consecutively. He was one of the executors of the will of Sylvia Ann Howland, of this city, which attracted so much attention on account of the litigation attending its probate, and he was a large legatee. He died in New Bedford of heart disease, after an attack of an hour's duration, January 14, 1887.

Dr. John H. Mackie, was born at Plymouth, Mass., August 24, 1826, and died in New Bedford, March 5, 1891. He was a son of Dr. Andrew and Hetty Amelia (Bradford) Mackie, and his early education was secured at private schools and under private tutors. He studied medicine at the Harvard School and was graduated from Jefferson Medical College, in Philadelphia, in 1850. In the same year he began the practice of his profession in New Bedford, where he gained a large circle of friends. He became a member of the Massachusetts Medical Society in 1850, and was one of the society's councilors for many years, and was chosen to represent it at the meetings of the Rhode Island, New Hampshire, Connecticut, and New York Medical Societies. He was also selected as a delegate from the State Society to the International Medical Congress of 1876, and during the same year was chosen anniversary chairman of the Massachusetts Medical Society, and presided at the annual dinner in Music Hall, Boston. Among other notable positions, Dr. Mackie held that of vice-president of the State Society in 1882, was president of the Bristol South District Society in 1863 and 1864, and president of the New Bedford Society for Medical Improvement in 1882. He was appointed consulting physician for St.

Joseph's Hospital in 1875 and held the position for many years. He was also an acting surgeon in the army during the War of the Rebellion. Dr. Mackie did creditable work as a quarantine physician and was active in securing the organization of the first board of health in New Bedford in 1879.

Dr. William Howland Taylor was born in New Bedford, Mass., November 28, 1853. Upon his graduation at the High School in this city he chose the profession of physician and surgeon, attended Harvard Medical College and studied medicine with Drs. A. Cornish and George T. Hough. He then entered New York University Medical College and graduated with honor in 1876, taking the "Loomis prize" for "Theory and Practice of Medicine." For a year and a half following he was attached to the third medical division of Bellevue Hospital, New York, after which he returned to his native city and established a large practice.

Dr. Taylor was a member of the Massachusetts Medical Society, and at one time secretary of the Bristol South District branch. He was also at one time president of the New Bedford Society for Medical Improvement. He succeeded Dr. Henry Johnson, as medical examiner for this district and was a member of the Massachusetts Medico-Legal Society, and a member of the New York Medico-Legal Society. He was visiting surgeon at St. Joseph's and a member of the medical board of St. Luke's Hospital in this city.

Dr. Taylor contributed to the *Boston Medical and Surgical Journal* "A case of Delayed Putrefaction" in 1883, "A case of Infanticide" in 1885, and "Notes on the Lawton Murder" in 1886. He was recognized as one of the most skillful of the younger physicians of this city, and was also interested and prominent in the musical societies of the city and was a member of the "New Bedford Choral Association" and the "Rheinberger Club." He married Miss Elizabeth E. daughter of Capt. William T. Hawes, November 10, 1890, and died July 20, 1891, of pneumonia, aged thirty-seven years, after an illness of a few days. His early death was a sad shock to his many friends, and to the entire community. His remains are interred in Oak Grove Cemetery.

The Homœopathic school of medical practice is and has been since the early days of its establishment in this country, represented in a creditable manner in New Bedford. It met with opposition here, as it did elsewhere; but under the advancement of general knowledge and a better understanding of the principles underlying that school, most of the opposition has disappeared. Among its physicians, here and in most the cities, are to-day many of the most successful practitioners, who command and receive the confidence and respect of communities.

The first homœopathic physician to settle in New Bedford was Dr. Manning B. Roche, in 1841. He received very little encouragement at that time, but within a few years gained a large practice. He retired in 1861, on account of ill health, and died in Riverside, N. J., July 5, 1862. The fact that Dr. Roche met as little opposition as he did here is credited largely to the liberality and broad views of Dr. Lyman Bartlett, one of the leading physicians of the opposite faith. The cause of homœopathy gained a powerful impetus in this vicinity after 1842, by the unusual success of Dr. Ira Barnes, of Taunton, during an epidemic of dysentery. He had formerly been an allopath, and was eventually expelled from the Massachusetts State Society. In the year 1850 Dr. G. Felix Matthes came to New Bedford. He was a graduate of universities at Halle and Wittenberg, in Europe (1836), and studied in that country two years after he graduated. Previous to coming here he practiced two years in Boston. He was an able man, a successful practitioner, and continued to enjoy the confidence of the community until his recent death. In 1852 Dr. Henry B. Clarke began practice here and soon acquired a large business. Dr. D. A. Babcock began here after he graduated from college in 1874 and remained four years, when he removed to Taunton.

We have in the foregoing pages given brief sketches of those deceased physicians who in the past were recognized as being foremost in their profession, and whose skill and character were widely known. For reasons well known to the medical profession we abstain from personal mention of living physicians, further than to give the following list of those who are now in active practice here:

Members of the Massachusetts Medical Society.— Edward H. Abbe, Edward P. Abbe, John T. Bullard, W. A. Butman, A. Cornish, Stephen

W. Hayes, F. H. Hooper, Garry de N. Hough, George T. Hough, Milton H. Leonard, W. J. Nickerson, A. M. Pierce, J. C. Pothier, Charles D. Prescott, William C. Sheehy, John Spare, William N. Swift, E. T. Tucker, J. J. B. Vermyne, Amos P. Webber, J. F. Weeks, Edward M. Whitney.

Homœopathic Physicians.—John C. Shaw, Charles R. Hunt, Charles L. Seip, B. C. Howland, E. H. Noble.

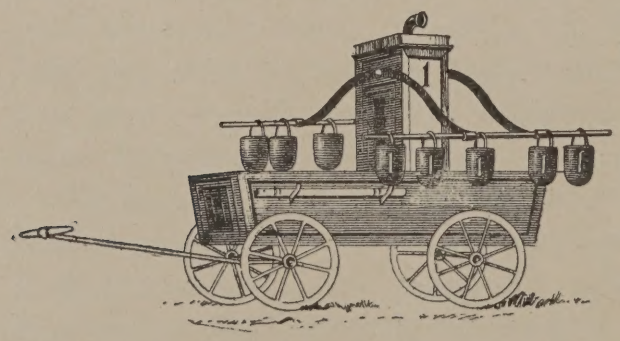
Other Physicians.—George P. Bailey, John H. Bennett, Juan F. Bennett, William G. Branscomb, James E. Brierly, William E. Brownell, Mrs. Ann H. Chase, Edward W. Dehn, William A. English, Julian A. Fortin, S. E. Knopp, William Lilley, C. F. Lussier, Mrs. M. A. Mann, Asa Messer, Louis Z. Normandin, James W. Owen, George S. Palmer, Ellis B. Perry, Charles A. Peterson, Immanuel Pfeiffer, William G. Potter, William C. Post, Joseph P. St. Germain, Harry L. Stevens, John Sweet, James F. Sullivan, Edwin E. Waite, S. W. Waters, Helen W. Webster.

CHAPTER XXXI.

THE FIRE DEPARTMENT OF NEW BEDFORD.

The First Fire Engine, Independence No. 1 — Citizen No. 2 — The "Jolly Rope-maker," Phœnix No. 4 — Oxford No. 2 — Flood No. 1 of Fairhaven — Columbia No. 3 of Fairhaven — The Bedford Fire Society — Fire Districts and Firewards — Engines Nos. 3 and 4 — Mechanic No. 6 — Battering Rams — Columbian No. 5 — First Engine at the Head-of-the-River — Novelty No. 8 — Failure of Interest in Fire Matters — Reorganization — Philadelphia No. 7 — Hancock No. 9 and Franklin No. 10 — Membership of Companies at Organization of City Government — Demoralization and Reorganization — Disastrous Fires — Ohio No. 3 — Disbanding of Columbian No. 5 — Young Mechanic No. 6 — Veteran Association of Firemen — Palmy Days — Young America No. 8 — Hook and Ladder Companies — The Introduction of Steam — Onward No. 1 — Disbandment of Hand Engine Companies — Progress Steamer No. 2 — Excelsior Steamer No. 3 — Cornelius Howland No. 4 — Franklin Hose No. 1 — Frederick Macy No. 6 — The Firemen's Mutual Aid Society — Firemen's Beneficial Association — The Protecting Society — Hook and Ladder Truck No. 2 — La France Hook and Ladder Truck — Steamer No. 7 — Boards of Engineers.

IN in the year 1772, 120 years ago, a fire engine was built in London by Richard Newsham. It was bought by Joseph Rotch, one of the original settlers of Bedford village, and was the first engine ever owned here for the extinguishing of fires. It was named "Independence, No. 1," and was located on the north side of William street, where now stands the building of the New Bedford Safe Deposit and Trust Co. This engine was supplied with double pumps, worked by side-brakes. The water supply was from buckets, which every citizen was expected to have in the house. Generally they were hung in a convenient position in the front hall, in readiness for immediate use. These expectations were not al-



INDEPENDENCE, NO. 1.

Drawn from a pencil sketch by Mr. Elisha C. Leonard.)

ways realized, for these buckets frequently became the receptacles for all sorts of things. Tradition says that one citizen made his the depository for beans; and on one occasion the engine was made useless because this individual, in his undue haste, emptied a quart of them into the pumps.

At a fire the engine was taken close to the building, and water was thrown through a flexible pipe attached to a tower placed over the pumps. Hose had not been invented in those primitive days. This old engine was in active use until 1814. The company that used it was in existence until 1834, when the fire department was organized under a State act.

The next engine, Citizen No. 2, was built by Philip Mason, of Philadelphia, in 1802, and was purchased by the subscriptions of property owners and presented to the town. At the following town meeting the sum of $325 was asked for to build accommodations for the new engine and also for the hooks, ladders, etc., used in the fire service. This proposition was voted down as a "bad precedent" to increase taxes. The engine was, however, located in a building on the land now occupied by the custom-house.

In 1808 an English engine, built by Richard Newsham, of London, was bought in Boston. It had been attached to a ropewalk at the North end, and was called the "Jolly Ropemaker." When brought to Bedford village it was named Phœnix, No. 4, and located on the south side of William street, near Acushnet avenue. At this time the watch-house was located on the northwest corner of William and North Second streets. The town was under the care of a volunteer night-watch, who carried lanterns and announced with stentorian voice the hours of the night: "12 o'clock and all is well." The first firewards were appointed by the town in 1796. William Rotch, jr., Thomas Hazard, John Howland, Manasseh Kempton, with Jeremiah Mayhew and Abraham Smith, served in that capacity until 1802.

In 1805 Oxford village, Fairhaven, then a part of this township, purchased an engine (Oxford, No. 2) of Philip Mason, of Philadelphia. The funds were raised by subscription. It was located at first on Samuel Borden's land, opposite the old academy, and at a later period was moved to Oxford village.

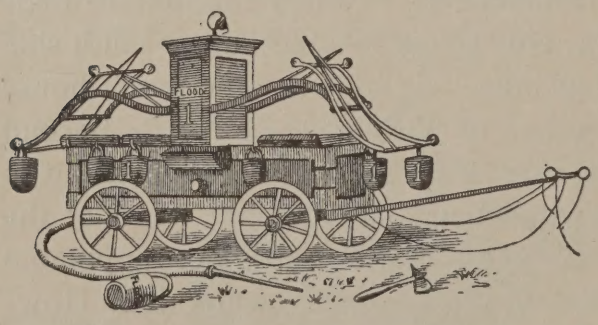
The following men were chosen members of the engine company, and the list was "approbated" by the selectmen, Bartholomew Aiken and James Taber, October, 1, 1805: Bartholomew Taber, Reuben Jenne, Bartlett Allen, Seth Allen, Henry Parie, Noah Spooner, Ellery Tompkins, Elisha Taber, William Severance, Josiah Jenne, Seth Mitchell, Timothy Taber, John Crowell, Allen Crowell, Weston Jenne.

Land was given by Rowland Gibbs for the engine-house on condition that it be removed at "his pleasure." Whether he ever exercised his rights in the matter is not on record, but the engine itself was moved in great haste and secrecy. In the records for September 15, 1814, I find the following item:

"At a special meeting of the proprietors of Oxford engine, held at Nicholas Taber's home, it was voted 'that the engine be removed for safety,' and it was done without delay."

The cause of this mysterious action was this: The English sloop of war *Nimrod* was in the bay, and the inhabitants were quaking with fear that the British might land and loot the town. People hid their valuables in the woods and other out-of-the-way places, and hence the precaution of removing the engine.

The first engine owned in the lower village of Fairhaven was the Flood No. 1. It was probably bought by the town as early as 1801, for Edward West has in his possession a bucket with number and date painted on its sides. It was a bucket engine, with double pumps and end brakes, and was a valuable machine in its day.



FLOOD No. 1.—FAIRHAVEN LOWER VILLAGE.
(From a sketch by Charles H. Gifford.)

In 1836, Messrs. Dyer & Richmond, of New Bedford, built for the town of Fairhaven the first suction engine, the Columbia No. 3 at a cost of about $1,500. It proved to be a serviceable machine, and with the No. 1 and the Oxford engine furnished ample protection for many years, in ordinary fires; but when large conflagrations occurred on either side of the river, all the engines were brought into service.

It was a great feat when either party could get "first water" on their neighbor's fire. This proved especially true of the Lindsey fire in 1811 when the Oxford engine came over from Fairhaven and played "first water." It has been bragged about ever since.

The Bedford Fire Society was formed March 4, 1807, with Joseph Ricketson moderator and Abraham Shearman, jr., clerk. A committee was appointed to form rules and regulations, which were adopted.

From a perusal of the records, faithfully and systematically kept, to the final dissolution of the society in October, 1861, it seems that the members were under strict discipline, as the following extracts indicates:

10th mo. 12, 1807.—The committee have examined the state of buckets and bags and find them all in good order, except William Ross, Sands Wing, Benj. Lincoln.

1st mo. 11, 1808.—The society find their bags and buckets all in good order excepting Benj. Lincoln's bags, without strings. This gentleman was fined fifty cents for deficiency.

11th of 4th month, 1808.—The committee report buckets and bags belonging to the society in good order, with the exception of one of Jahaziel Jenney's bags, the strings of which would not draw it up. Abraham Shearman, jr., Nathan Taber, Fred'k Mayhew, committee.

7th mo. 11, 1808.—Simpson Hart, Job Eddy, Daniel Taber, Peleg Howland, Josiah Wood and Freeman Taber paid fines of fifty cents each for non-attendance at last meeting.

10th mo. 8, 1810.—Peleg Howland's buckets were not hanging agreeable to regulations, and James Arnold's buckets were sitting on the floor without bags. They were each fined fifty cents for the above deficiencies.

1st mo. 13, 1812.—Sands Wing paid fine, fifty cents, buckets and bags not being in their places.

In the records for 3d mo. 12, 1815, a committee reported that they found 230 buckets in the town, about enough to serve efficiently one line of 400 feet.

In 1802 the town was divided into fire districts, and the board of firewards consisted of:

Southwest District (New Bedford). William Rotch, jr, Ab'm Smith, Thomas Hazard, John Sherman, Daniel Ricketson, Cornelius Grinnell, William Ross, James Howland.

Southeast District (Fairhaven). Jethro Allen, Noah Stoddard, Nicholas Taber, Joseph Bates These, with Isaac Shearman and Thomas Nye, jr., served till 1809. The board of firewards for 1809 were Caleb

Congdon, Cornelius Howland, Seth Russell, jr., Henry Beetle, Luther Williams, John Alden, Kelley Eldredge, John Delano, Joseph Church, and, with Peter Barney, William Kempton, Peleg Jenney, Benjamin Howland, they served in that capacity until 1814. Abraham Gifford, John A. Parker, James Howland 2d, Samuel West, Benjamin Lincoln, James Arnold, Charles Church, Zachariah Hillman, Andrew Robeson, Reuben Russell, John Ruggles, Josiah Wood, William James, Edward Wing, Ichabod Clapp, Nathaniel Nelson, Levi Standish, Joseph Bourne and Benjamin Howland served from 1815 to 1821. January 23, 1819, two tub engines, Nos. 3 and 4, were purchased of Hunneman & Co., Roxbury, for $900, the purchase being made by the following commitee: James Howland 2d, Timothy Delano, Gideon Howland, jr, John Coggeshall, jr, John A. Parker. The department now consisted of five engines, Nos. 1, 2, 3 and 4 and the "Jolly Ropemaker."

The first fire in the place occurred on September 6, 1820, and caused considerable uneasiness over the want of adequate means for protection. The result was the appointment of John Arnold, Dudley Davenport, and Timothy Delano, who purchased in 1821, the first suction engine in the village, the Cataract, from Philadelphia, at a total cost of $1,375. The name of the engine was changed soon after its arrival to Mechanic No. 6. It was a powerful machine and an important addition to the equipment.

In 1812, battering rams were ordered by the town meeting for the use of the fire department. They were heavy sticks of timber, about twenty feet long, so fitted and arranged that a number of men could easily handle them in tearing down buildings. They were of considerable importance, for it was frequently the case that buildings were destroyed to stop the progress of fire.

In 1826 a contract was given to Timothy Delano and James Durfee for a suction engine, Columbian, No. 5. It was a bold venture for our resident mechanics to undertake so important an affair. When we remember that John Agnew, of Philadelphia, was the chief builder in the country (his only rival being Hunneman, of Roxbury), we can more readily appreciate the responsibility these citizens took upon themselves.

Columbian No. 5 was accepted by the town February 28, 1827, at a total cost of $762. It proved a credit to the skill of its makers and

ranked beside the best Agnew engines. With its contemporary, Mechanic No. 6, it was a conspicuous part of the fire department for the next forty years. They were both located in the same house on Purchase street, and between them rose a spirit of rivalry, which soon extended to all sections of the department.

The first engine placed at the Head-of-the-River was in 1821 or 1822. It was a bucket machine and operated with a flexible pipe from the tower, the same as described of Independence No. 1. At the first trial Foreman Samuel Pierce stood on top of the tower, directing the stream of water at his pleasure, when the pipe burst at the butt, and he encountered the whole force of the water in such a manner as to actually lift him in the air. It is not recorded how many feet the engine played on this trial, but the feat performed proved it to be a powerful machine. It was in service till about 1828, when it was wrecked. This bucket machine was soon replaced by the Hunneman tub No. 3, from New Bedford. This engine was eventually sold to the town of Fairhaven for $150, and a company was organized and continued in existence until Acushnet was set off as a separate town. Several years later the engine was broken up and sold. The Citizen No. 2 also did long service at the Head-of-the-River and was replaced June 8, 1860, by Hancock No. 9. which is still in use there.

The first general celebration of the Fourth of July occurred in 1835, in which the fire department appeared for the first time in parade.

The Novelty No. 8 was built by Mr. William Durfee, and purchased by the town March 23, 1835, for $450. It was furnished with rotary pumps, worked like the capstan of a ship, the men pushing the bars having a jolly "walk-around." This was fine exercise on a cold night, but it must have been wearisome in the warm summer days. This was a powerful machine, one of the most useful in its day.

In 1837 there was apparent a lack of enthusiasm in the department which eventually became alarming. In that year the firewards resolved to accept the services of any citizens who would volunteer their aid "in the present emergency," and for a time the conditions were more hopeful; but in 1840–41 the department had again lapsed into an unsatisfactory date. The hook and ladder company had dwindled in numbers, until there were not enough members to draw the truck, and

horses had to be provided by the firewards. The whole department soon became demoralized, calling for the following statement from the firewards in 1841: "That the New Bedford fire department as at present organized has failed to accomplish the design for which it was established." This state of affairs led to a thorough reorganization of the department in April, 1842, with a force of 378 men, each being entitled to $10 a year for his services. This plan was favorably received and its wisdom soon became manifest, for the companies were rapidly filled with efficient men. During the year 1842 numerous fires occurred, none of which, happily, were very destructive; but their prevalence became alarming to an extent that led the selectmen to increase the watchmen, and to recommend an increase in the number of engines, for which purpose $3,000 were appropriated.

The Philadelphia No. 7, built by Messrs. Merrick & Agnew, had proved so satisfactory that two of their engines were contracted for, and in 1843 Hancock No. 9, and Franklin No. 10, were received and placed in commission.

Membership in these companies was eagerly sought and they were soon filled with excellent material.

A fire on the 30th of January, 1844, destroyed Samuel Leonard's oil works, causing a loss of about $60,000. The department was greatly hampered by ice and bitter cold weather. The Fairhaven engines came across the river on the ice.

In September, 1844, occurred the first parade and festival of the department. A procession in which all the engines joined was under direction of Chief Engineer William H. Taylor and Zachariah Hillman, and marched through the principal streets to a lot on County street, where a chowder was served. Addresses were afterwards delivered in the town hall. A similar and more pretentious festival was held in the following year.

Following is a statement of the membership of the various companies just before the organization of the city government in 1847:

Engine company No. 1, twenty men; No. 2, fifty; No. 3, twenty-five; No. 4, twenty-five; No. 6, sixty; No. 7, fifty; No. 8, forty; No. 9, fifty; No. 10, fifty; Hook and Ladder Company, thirty; Protecting Society, fifty.

Besides, the company of No. 11, purchased of Merrick & Agnew in 1846, numbered fifty men. This engine was located on the south side of Middle street, just above County street.

After the formation of the city government, dissatisfaction arose over the amount of money paid to the firemen, and an active discussion followed. It resulted in the voluntary disbandment of the companies, August 7th, attached to Nos. 4, 5, 6, 7, 8, 10, 11, and the Hook and Ladder Company. The practical result of this action was that the fire department became thoroughly paralyzed, and the city was left unprotected for a time. Soon, however, new companies were obtained for Nos. 7, 10 and 11, and finally the whole department was reorganized, the dissatisfied members withdrawing from membership.

May 18, 1848, occurred the Dudley Davenport fire, which destroyed about $30,000 worth of property. The fire commenced about 10 o'clock in the evening and was one of the fiercest ever experienced in our history. Mr. Davenport's steam planing mill, lumber yard, grocery store, dwelling-house belonging to William Rotch, and other buildings were burned.

On January 28, 1850, a disastrous fire occurred in Tallman's block, on Union street, Messrs. George M. Eddy & Co. being burned out. A sad event at this conflagration was the death of Timothy Tallman, and aged and well-known citizen. He occupied a room in the upper story, and was smothered by the dense smoke.

The Ohio No. 3 was received from its builders, the Agnews, of Philadelphia, early in 1850, and placed in the North Second street engine-house. It was esteemed a valuable and powerful addition to the fire apparatus and gave satisfaction to the authorities. A substantial brick house was built on Purchase street, just north of Maxfield, and the engine was moved to its new quarters January 2, 1855.

In November, 1852, a serious difficulty arose between Columbian Engine Company No. 5 and the board of engineers, which resulted in the disbanding of the Columbians. The occurrence took place at the period when false alarms were raised, many of them no doubt to furnish an opportunity for a race. One evening Nos. 5 and 6 started north on Purchase street at a tearing pace, when the chief appeared on the scene and ordered the No. 5 to stop. In their zeal and excitement

they failed to obey his command, and seizing the headrope, he took a turn around a lantern post. This would have been successful if a ready knife hadn't left some twenty feet in the hands of the chief, as the Columbian still pursued its course. The affair, of course, resulted in an investigation, and a demand was made by the board of engineers that the captain of No. 5 should furnish a list of the names of the disobedient members. This was refused and the company disbanded, only to be invited to return to the fire department the following year.

August 11, 1853, a company was organized in anticipation of the new engine Young Mechanic No. 6, which had been ordered of John Agnew, of Philadelphia. The old engine was put in commission until the new one arrived.

A new hose carriage had been built by Messrs. Gray & Barker, the iron work being done by Messrs. Joseph Brownell & Co. This engine did not meet the expectations of the city and on August 7, 1856, the members of the company petitioned the city to return them their old engine. This was not done, but the new machine was sent to William Jeffers & Co., of Pawtucket, and the works replaced by new ones, which, upon future trial, gave fair satisfaction.

The old engine, the "Mechanic," which had done such long and faithful service, was stationed in the North Second street house, and an organization was formed, December 21, 1854, called the Veteran Association of Firemen. It was composed entirely of firemen who had seen five years of service in our fire department. They were attached to this engine, the name of which had been changed to the Veteran No. 1. After the difficulty with the board of engineers had been settled by the the disbanding of the Columbian Engine Company No. 5, October 25, 1852, the ex-Five Association was formed November 1, with the same officers, and held meetings in a room in the rear of the Columbian Club room, in the second story of the Nathan Chase building, recently removed from the lot now occupied by the Wing building on Purchase street. The organization continued in vigorous existence until May 21, 1853, when the members were invited to resume their places in the fire department. The continued difficulty with the city government finally led the Columbians to disband September 24, 1860. A new company was formed October 1, 1860. The new company continued in

service till February 28, 1866, when it was disbanded by the board of engineers, and the engine taken out of commission. It was soon afterward sold to the town of Galesburg, Ill.

My readers may well imagine that the years 1855 and 1856 were the palmy days of our fire department. It was during these years that the highest point of interest was reached. Already "steam" loomed in the distance, though subjected to scoff and ridicule, both in and out of the department. The new engines for the Young Mechanics and Columbians were now in full commission. Both companies were at their best, and so were all the other organizations—alert, vigorous and full of enthusiasm. Two more hand engines were added to the service, and then the record ceases. Soon the department entered upon a new era. The old engine, Columbian No. 5, built by Messrs. Durfee & Delano in 1827, was put in good repair and the name and number changed to Acushnet No. 4. It was stationed at Mount Pleasant in the Sepulchre, which had been moved from North Second street to the corner of Mt. Pleasant and Durfee streets. A company was formed February 2, 1857, which continued in active service till about 1867, when it was disbanded. The spirit that thrilled the fire department animated the youth of the city; and one of the practical results of this enthusiasm was the organization of the Young America No. 8. A company of young men, twenty-five in number, raised among themselves $300, with which they purchased in Pawtucket the "Young America No. 8," and it was placed in the Second street house.

The first hook and ladder truck belonging to our fire service was a stationary affair, and located on the land now occupied by the post-office. It consisted in part of the stone wall near the engine-house, then standing on this land and occupied by the Citizen No. 2. On this wall were fastened several horizontal bars connected with an equal number of upright posts. This arrangement served as a respository for the ladders, and the hooks were hung upon brackets.

Our modern truck is mounted on wheels, and the whole apparatus goes to the scene of conflagration. Then, when a fire was raging in any part of the village, and a ladder or hook was wanted, it was sent for. There was some economy in all this, for the unused apparatus was not subject to the wear and tear incident to the average fire.

Among the implements belonging to this branch of the service in those primitive days was the "battering ram." When a fire was very obstinate and likely to prove dangerous to the neighboring houses, these long sticks of solid timber were brought out, manned with sufficient power, and the whole thing pushed flat to the ground.

In 1835 the company manned a carriage that was built by Nathan Durfee, father of James Durfee, in 1800; it was equipped with the ordinary means of service, and fully met the requirements of the day. It was stationed in the house on Purchase street and was in commission till 1855, when a new truck, Pioneer Hook and Ladder No. 1, was built by Joseph Brownell & Co. This carriage did good service till 1872, when great improvements were made. Among these was a system of rollers, arranged so that the heavy ladders were moved with greater freedom. The carriage was fitted at this time to be drawn by horse power. In 1861 the truck was moved to the engine-house on Market street. This building was formerly occupied by the Hancock No. 9, on Foster street, and when it was moved in March, 1861, the company held their monthly meetings in the house while it was being moved on rollers.

July 4, 1865, our city celebrated with great pomp, and the fire department, as usual, was an important feature in the parade. The Pioneers made a beautiful show, the truck being decorated with flowers and flags. Two boys, dressed in appropriate costume, were placed in prominent positions on the carriage—one a representative of the Revolutionary army, and the other of the navy—while under a high canopy in the center were two lovely figures, the Goddess of Liberty and the Soldier of the Rebellion. The whole decorations were in fine taste and gained the admiration of the great concourse of people who thronged the streets. The company spent $100 on this feature of the parade.

The battle-axes taken from the pirate *Georgia* were presented to the company by Austin S. Cushman, esq., in recognition of the patriotic zeal of the Pioneers in honoring the return of the veterans of the army and navy.

In June, 1872, the Pioneer Hook and Ladder Company returned to their old station at the central engine-house.

At noonday, August 24, 1859, occurred one of the most destructive fires that ever afflicted the city, causing a loss of a quarter of a million

dollars, with very little insurance. This calamity led to an immediate change in the appliances for extinguishing fires and the early abolishing of the hand engine service of the city. In less than ten days after the great conflagration an order passed the government for the first steam fire engine, Onward No. 1. It was built by the Amoskeag Manufacturing Company, of Manchester, N. H., and was an excellent engine for that period. A company was organized for it on the 2d of January, 1860, with T. B. Denham as foreman; Wm. H. Sherman, first assistant; Gideon Wing, second assistant; and ten members. The engine was placed in the brick building on the northeast corner of Mechanics' lane and Pleasant street. In October a permanent organization for the steamer was effected. Since the introduction of steam there has been no very extensive fire in the city.

May 21, 1860, Philadelphia Engine Co. No. 7 was disbanded by the city government, and the machine withdrawn from service. It was also ordered that the Columbian No. 5 should be removed to the house on Fourth street, vacated by the Philadelphia. The company did not relish this action, and on the evening of September 24 voted to disband.

The board of engineers proposed to use the Central House for the steamers, arranged to remove Young Mechanic No. 6 to the north of Maxfield street on Purchase, to the house of Ohio No. 3 and also to change its name. The latter was not done, but the company disbanded October 1, and the disbandment of the other hand engine companies followed within the next few years.

The second steamer, named Progress No. 2, was ordered in the year 1860, and a company organized on the 27th of October. Both steamers were now situated in the Central engine-house and were in full commission thereafter.

In 1864 the Excelsior steam engine No. 3 was ordered, and held as a reserve for some time. The Young Mechanic Co. No. 6 was disbanded January 29, 1865, and a company for the Excelsior was formed from her ranks.

Steam fire engine Cornelius Howland No. 4, built by the Amoskeag Manufacturing Co., was placed in commission February 1, 1867. A company was organized, the membership being largely from the Frank-

lin Engine Co. No. 9, Capt. A. H. Howland, jr., which had been disbanded but a few days before. It was placed on the corner of Bedford and South Sixth streets.

The Franklin Hose Carriage No. 1, built by the Amoskeag Manufacturing Co., was put in commission, January 1, 1872.

In the year 1879 the Onward No. 1, the first steamer in the city, had become so far worn out that another was provided in its place. The new engine arrived August 25, the event being celebrated by a banquet.

The steamer Progress, which had done faithful service, was disposed of, and a new engine built by the Silsby Manfacturing Co., of Seneca Falls, N. Y., was placed in commission September 4, 1879.

During the year 1880 the permanent force of the department was uniformed.

The Frederick Macy Steam Fire Engine No. 6 was put in commission November 1, 1882. It was built by the Amoskeag Manufacturing Co., Manchester, N. H. A company was organized October 31.

The engine-house on Fourth street, head of Potomska, was built especially for the new engine, and is very complete in all the appointments and supplied with every convenience for the comfort of the firemen, as well as for efficiency.

The Firemen's Mutual Aid Society was organized in the department in 1872. Its object is to assist members who may receive injuries while performing fire service. At the death of a member his family receives $50. The Firemen's Beneficial Association is another noble organization connected with our fire department. On the death of any member every fireman contributes $1, which amount is paid to the family within thirty days of the death. These societies are in a highly prosperous condition, and confer great benefits upon their members.

In 1873 the Protecting Society, which had been an active part of the fire department from the beginning, was rendered more useful by being furnished with tarpaulins, rubber blankets, etc. During the following year, 1874, the society furnished themselves with badges, to be worn at fires. In 1877 the society was reorganized with a limited number of fifty. Its efficiency had steadily increased from year to year, but in 1878 radical rules and regulations were adopted, new apparatus added,

and under the energetic management of President Charles S. Kelley the importance of the Protecting Society became manifest. Mr. Kelley induced the agents of the insurance companies to donate $350, which was at once expended in a large supply of rubber blankets. The society is well organized, and no branch of the service is more effective and useful. Thousands of dollars have been saved by their prompt and systematic work. In 1883 the plan of distributing the members in time of fire was adopted. It worked well and is still in operation at the present time.

Hook and Ladder truck No. 2 was purchased of Joseph T. Ryan, of Boston, and put in commission on the 4th of August, 1877. The company now in existence (1891) was organized in September, 1888. The house is situated on Weld street.

May 30, 1884, a new engine, built by the Amoskeag Manufacturing Co. for the Cornelius Howland Steam Fire Engine Co. No. 4 was placed in commission, the old engine being placed in the reserve.

November 6, 1884, the engine now in commission as Progress Steam Fire Engine No. 2, built by Amoskeag Manufacturing Co., was placed in commission ; the Silsby engine was placed in reserve.

Hook and Ladder No. 1, carriage built by La France, was put in service in 1888, and stationed in Central engine-house until 1891, when a company was organized and the carriage was removed to the Fourth street engine-house, given the No. 3. The La France Hook and Ladder Truck, with extension ladder, was put in commission in Central engine-house when the removal above mentioned was made.

Steamer No. 7, built by the Amoskeag Manufacturing Co , was put in commission September 1, 1890. It is located in a new house on Durfee street, built expressly for its accommodation, and is thoroughly equipped with all the modern conveniences for fire service. On the second floor of the building is a finely furnished hall for the use of the company.

The New Bedford Veteran Firemen's Association, a legitimate outgrowth of the hand-engine contest on the 4th of July, 1890, was permanently organized on Monday evening, November 10, 1890 The objects of the association, as expressed in the constitution, are to " collect and preserve records, papers, relics and sayings pertaining to the

New Bedford fire department, and to foster good will and friendly intercourse by occasional meetings."

The officers of the department for 1891 are as follows: Chief engineer, Frederick Macy; first assistant, Loring T. Parlow; second assistant, Pliny B. Sherman; third assistant, Augustus A. Wood; fourth assistant, Hugh McDonald; clerk, Luther G. Hewins, jr.

Following are the various boards of engineers of the department since the organization of the city government:

1848—Zachariah Hillman, chief; William H. Taylor, Edmund Gardner, Ambrose Vincent, Samuel Watson, Oliver M. Brownell, Sampson Perkins, assistants.

1849—Zachariah Hillman, chief; William H. Jenney, O. M. Brownell, Philip S. Davis, Robert C. Topham, Caleb L. Ellis, Benjamin B. Covell, Samuel Watson, George Perry, Alanson Williston, Ezra K. Delano, Philip Groves, assistants.

1850—Z. Hillman, chief; E. K. Delano, W. H. Jenney, George Wilson, George Perry, B. B. Covell, C. L. Ellis, T. B. Denham, Joshua B. Ashley, Thomas P. Potter, Tilson Wood, Asa R. Nye, assistants.

1851-2—E. K. Delano, chief; Z. Hillman, Robert C. Topham, George Perry, Elisha W. Kempton, Tilson Wood, assistants.

1853—George Wilson, chief; George G. Gifford, B. B. Covell, Caleb L. Ellis, T. B. Denham, assistants.

1854—Joshua B. Ashley, chief; O. M. Brownell, Tillinghast P. Tompkins, Israel T. Bryant, George Hinckley, assistants.

1855—Z. Hillman, chief; James Durfee, G. G. Gifford, George Perry, Robert C. Topham, assistants.

1856—Joshua B. Ashley, chief; T. P. Tompkins, George Hinckley, Israel F. Bryant, Tilson Wood, assistants; J. Augustus Brownell, secretary.

1857—J. B. Ashley, chief; T. P. Tompkins, Thomas C. Allen, Moses H. Bliss, John Mathews, assistants; J. A. Brownell, secretary.

1858-9—T. P. Tompkins, chief; John Mathews, Moses H. Bliss, George Hinckley, T. P. Swift, assistants; Charles M. Pierce, jr., secretary.

1860—T. P. Tompkins, chief; John Mathews, George Hinckley, M. H. Bliss, Henry H. Fisher, assistants; C. M. Pierce, jr., secretary.

1861—Chief engineer, Tillinghast P. Tompkins; assistant engineers, John Mathews, Moses H. Bliss, Henry H. Fisher, William Cook; clerk, Charles M. Pierce, jr.

1862–63—The same, with William H. Mathews, clerk.

1864–65–66–67—Chief engineer, Tillinghast P. Tompkins; assistant engineers, John Mathews, Moses H. Bliss, Henry H. Fisher, Frederick Macy; clerk, Charles M. Pierce, jr.

1867–71—Chief engineer, Tillinghast P. Tompkins; assistant engineers, John Mathews, Moses H. Bliss, Frederick Macy, Henry H. Fisher; clerk, C. M. Pierce, jr.

1871–72—Chief engineer, Abraham H. Howland, jr.; assistant engineers, John E. Brown, George P. Reed, Charles W. Dyer, Alfred M. Chapman; clerk, Alfred M. Chapman.

1872–73—Chief engineer, Abraham H. Howland, jr.; assistant engineers, John E. Brown, Alfred M. Chapman, Charles W. Dyer, William H. Sherman; clerk, A. M. Chapman.

1873–74—Chief engineer, Abraham H. Howland, jr.; assistant engineers, Moses H. Bliss, Freeman C. Luce, Charles H. Taber, Loring T. Parlow; clerk, Moses H. Bliss.

1874–75—Chief engineer, Samuel C. Hart; assistant engineers, Alfred M. Chapman, Loring T. Parlow, Charles H. Taber, Michael F. Kennedy; clerk, Charles S. Paisler.

1875–76—Chief engineer, Moses H. Bliss; assistant engineers, Alfred M. Chapman, Freeman C. Luce, Loring T. Parlow, John H. Judson; clerk, George H. Bliss.

1876–77—Chief engineer, Moses H. Bliss; assistant engineers, Alfred M. Chapman, Freeman C. Luce, William J. Marr, John H. Judson; clerk, George H. Bliss.

1877–78—Chief engineer, Frederick Macy; assistant engineers, Michael Kennedy, Nathan M. Brown, John H. Judson, William J. Marr; clerk, Luther G. Hewins, jr.

1878–79—Chief engineer, Frederick Macy; assistant engineers, Michael Kennedy, Nathan M. Brown, John H. Judson, Augustus A. Wood; clerk, Luther G. Hewins, jr.

1879–84—Chief engineer, Frederick Macy; assistant engineers, Michael Kennedy, Nathan M. Brown, Pliny B. Sherman, Augustus A. Wood; clerk, Luther G. Hewins, jr.

1884–85—Chief engineer, Frederick Macy; assistant engineers, Michael F. Kennedy, Loring T. Parlow, Pliny B. Sherman, Augustus A. Wood; clerk, Luther G. Hewins, jr.

1886–91—Chief engineer, Frederick Macy; assistant engineers, Loring T. Parlow, Pliny B. Sherman, Augustus A. Wood, Hugh McDonald; clerk, Luther G. Hewins, jr.

CHAPTER XXXII.

MUSICAL ORGANIZATIONS OF NEW BEDFORD.

The First Musical Organization — The Philharmonic Society and its Career — Introduction of Music in the Public Schools — Organization of the Choral Union — The Gentlemen's Amateur Glee Club — New Bedford in the Peace Jubilee — Organization of Choral Association — The World's Peace Festival, etc.

THE first musical organization formed in our city was the Mozart Society, about 1824, which gave a performance December 2, in Dr. Dewey's meeting-house. It was under the leadership of R. B. Holland. Instrumental and vocal culture alike received attention in its work. Among the orchestral musicians were Stephen Potter, clarinet; Deacon John Bryant, bassoon; Ephraim Billings, violoncello; Dr. Gage, double bass. In later years Victor Williams, William Crandall, James Staples played the violin, and James Barney and Nathaniel Perry, double bass. Among the singers were Mr. and Mrs. Gideon Sawyer, Ebenezer Hervey (the only ones now living, and from whom many interesting facts were obtained), Mrs. Benjamin Gage, Rhoda Bassett, Ann Wood, Eliza Wood Frederick Reed, Sarah Reed, Eliza Billings, Anna Quimby, Catharine Quimby, Emeline Quimby, Amos Quimby (a noted musical family), Mr. and Mrs. George Clark, Clarissa Burt, Dr. Alexander Read, Joseph Bourne (who owned the second piano ever brought to the town, a Mr. Flemming owing the first), Abbie Kendrick, Susan Graham, Joseph Allen, Samuel Ward, Henry P. Willis, Edward L. White, Thomas B. White, Calvin Staples, and Mahala McFarlin.

There were many other members belonging to the society during its thirteen years of existence, but it is impossible to get a complete list. The rehearsals were held in the building occupying the site of the Central Police Station on South Second street. They were evidently more for the pleasure and profit of its members than for public performances, though occasional assistance was rendered to the churches on special occasions. Mr. Holland, the leader, was probably equal to the demand of the day. He vigorously beat time with his foot, often with such emphasis as to be heard in the street by passers by. He was a man of expedients, for in addition to his leading orchestra and chorus, he beat the bass drum that was suspended from the ceiling at a convenient distance.

To Ebenezer Hervey belongs the credit of first introducing music in our public schools. In 1834 he was master of the Sixth Street School, and applied to the School Committee for the privilege of instructing the boys in the art of singing during school hours. The prejudices of the day were too strong against music, however, and the application was denied, though he was granted the favor of teaching the boys out of school hours how to sing. This work he immediately commenced, and with considerable success. At the close of the term the School Committee was present at the closing exercises, as was the custom of those days. Many of the old boys will remember the importance of those occasions, and with what anxiety they performed their respective duties. At the close of the session, James B. Congdon arose and said to his associates on the School Committee, that he understood that the master had been giving music instruction to the pupils, and if there were no objections, he would like to hear them sing. After deliberate consideration, it was agreed upon, though one Friend was not altogether clear in his mind as to the wisdom of the proceeding. He, however, said that it "wouldn't probably do any hurt." So the master, taking his violin (the same instrument which Mr. Crandall played in 1825, and is still in Mr. Hervey's possession) from its case, he played through the tune "Mellow Horn." Then the boys sang it, and with such satisfaction that they received an encore, and the song was repeated. One Friend remarked at the close of the exercises, that if he had known that the master had "that little fiddle" he should have withheld his consent.

And this was the beginning of musical instruction in our public schools. All honor to him who was the pioneer in this work. From this humble

commencement, voice culture has slowly but steadily advanced until the system now in operation in our city freely gives to all pupils the best facilities and the most advanced and thorough instruction.

In 1838 William Nutting was conductor and Victor Williams leader of the orchestra. The Mozart Society at this time was in a very vigorous condition. January 3 it gave a performance in Concert Hall, on Elm street (directly west of the North Congregational Church), with an address on music, by John Soule. January 25, "The Creation" in the Trinitarian Church. This performance created great consternation in the minds of many. It was said that the members belonged to a "theater company," and that a theatrical performance was to be given in the South Church.

February 2, 1838, the name of an organization called the Philharmonic Society, which had been previously organized, changed its name to the New Bedford Haydn Society, and was organized under the State law in June with J. M. Staples secretary. Concerts were given March 8 and 16, and May 17, and on the latter date, the society sang with E. L. White's choir, at the dedication of the Unitarian Church, Rev. Orville Dewey, D. D., pastor. June 15 they again performed "The Creation" in the North Christian Church, Rev. Mr. Morgridge pastor, and a little later sang in this church at the dedication of the organ built by Appleton, the same instrument now in use. In the fall the society opened a juvenile school for gratuitous instruction in musical science, with William Nutting as instructor. October 9 and 10 it gave the oratorio "David," by Chevileur Sigesmond Neu Komm, in the Trinitarian Church, and on October 14 in the North Christian Church. Mr. Nutting was conductor, Victor Williams leader of orchestra, Edward L. White organist. A printed copy of the programme of this concert is in the possession of Robert C. Ingraham, librarian of the Free Public Library. The work of the society ceased at this period.

In 1852 an orchestral club was in practice in this city under the directorship of Franz Kielblock, and held their rehearsals in the Social Library rooms in the building directly east of Merchant's Bank on Hamilton street. Its members were Adolphe Kielblock, viola; John A. Hawes, first violin; George Coffin, second violin; Dr. G. Felix Matthes, cello; James Barney, double bass; John Hopkins, first flute; Frank L.

Porter, second flute and piccolo; Charles Wall, French horn; Lincoln F. Brigham, French horn. It gave but one public performance, and that one complimentary to Mr. Adolphe Kielblock. The club had an existence of two years.

The Choral Union was organized in 1856 with Andreas T. Thorup as conductor. He was a cultivated musician, a gentleman of agreeable address and polished manners, and highly popular with the singers. He came to this country from Copenhagen in 1837 as musician (clarinetist) on U. S. Frigate *Independence*, Com. J. B. Nicholson, for a three years' cruise on the coast of Brazil, and arrived in New York in 1840. In June of the same year he came to New Bedford as organist and teacher. In 1848 he was appointed organist at Dr. Gannett's Church in Boston, and removed to that city. In 1856 he returned to New Bedford and assumed the position of organist at the Unitarian Church, Rev. John Weiss, pastor.

The Choral Union was organized under his very efficient management and gave their first concert December 19, in that church, with J. H. Wilcox, of Boston, as organist. Schiller's "Song of the Bell" was presented on this occasion. This concert was repeated January 19, 1857. April 16 the society gave Haydn's "Spring," and November 10, 1859, a concert, Haydn's "Spring" and other selections. January 26, 1860, they gave "Transient and Eternal," by Andreas Romberg, March 13, a miscellaneous concert, and April 17, a complimentary performance to Mr. Thorup.

January 24, 1861, they gave a concert with Henry Draper, tenor soloist; James W. Hervey, organist, and Mendelssohn Quartet Club; and on February 13, 1862, a concert with the Quintet Club and A. B. Winch, bass soloist. They performed the third part of Haydn's "Creation." March 13, a miscellaneous concert, with James W. Hervey, pianist, before the New Bedford Lyceum. With this performance the society closed its work. The rehearsals were held in Music and China Halls.

In the years 1860 and 1861 Franz Kielblock conducted an orchestra that met for rehearsal in the second story of Liberty Hall building with the following members: William Allen and George G. Coffin, first violins; Thomas C. Allen and Robert W. Bartlett, second violins; Edward Knights, F. L. Porter and John Munroe, flutes; W. A. Church, French horn; C. M. Collins, double bass.

About this period Mr. Kielblock brought out his opera, "Miles Standish," in Music Hall, with himself in the title role and Miss Louise S. Cummings and F. L. Porter in leading parts.

May 23, 1868, the Gentlemen's Amateur Glee Club was formed, with Stephen Crowell as conductor, H. Wilder Emerson, treasurer, and H. R. Wood, accompanist. The club met for rehearsal in Cummings Hall, and was composed of the following members: John H. Denison, Wendell H. Cobb, Stephen Crowell, Henry C. Denison, H. Wilder Emerson, James W. Hervey, B. F. Jenney, William A. Nash, J. S. Roberts, Leonard B. Ellis, Dr. C. D. Prescott, F. A. Washburn, William K. Tallman, H. R. Wood, Barton Ricketson, jr., Otis L. Hitch, W. H. Mathews, J. H. Jack, T. E. M. White, E. B. Tinkham, Eben Nye, Thomas Hersom, John M. Gibbs, James S. Staples, C. H. Whitney, George S. Fox, B. F. H. Reed, Charles F. Davis. The "Arion," a collection of part songs by John D. Willard was used during the brief existence of the society. It gave no public performance, but confined its work to the individual profit and improvement of its membership. The membership of this club was an important element in the formation of the Choral Association called into existence the following year:

In March 1860 the projectors of the "Great Peace Festival" commenced the work of organizing the great chorus. Circulars were issued to all musical societies throughout the country, and in towns and cities where there was no permanent organization urgent appeals were made to organize. After persistent labor of several weeks a temporary organization was completed April 19, 1869, in the Y. M. C. A. rooms, then on the northwest corner of Union and Purchase streets. Leonard B Ellis was president; Wendell H. Cobb and Solomon K. Eaton, vice-presidents; Stephen Crowell, secretary; Gardner T. Sanford, treasurer, and B. F. Jenney, librarian. Josiah Eaton, jr., was elected conductor, the City Hall procured for rehearsals, Jubilee books procured from Boston, and work commenced. The chorus increased in size rapidly, and embraced nearly all the best musical talent in town. A permanent organization was effected June 28, 1869, a constitution and by-laws adopted, and the following list of officers was elected:

President, Leonard B. Ellis; vice-presidents, Wendell H. Cobb, James I. Church, Stephen Crowell; treasurer, Gardner T. Sanford; librarian,

B. F. Jenney; musical conductor, Josiah Eaton, jr.; pianists, James W. Hervey, Prof. H. P. Pierce, Mrs. B. F. Jenney and Mrs. J. S. Roberts; membership committee, Dr. C. D. Prescott, E. A. H. Allen, Stephen Crowell; music committee, John Hopkins, James W. Hervey, B. F. Jenney; concert committee, Wendell H. Cobb, Eben Nye, James I. Church.

The rehearsals continued with unabated interest, and an effective chorus of seveny four voices was sent to the Coliseum during the great Peace Festival in Boston, June 15–19, 1869. This occasion drew an immense concourse of people from all parts of the land. The restoration of of peace to our harassed country made it a fitting occasion for such a jubilee. Early in September the association opened its series of rehearsals in City Hall, and on November 9, 1869, changed to Miss Burr's school-room, Masonic Building. The first public performance was given November 23, 1869, before the New Bedford Lyceum in Liberty Hall, assisted by Mrs. H. M. Smith, of Boston.

The place of rehearsal was again changed January 6, 1870, to Odd Fellow's Hall, Hicks Building. April 13, 1870, the association visited the Beethoven Society of Taunton, and enjoyed a joint rehearsal. A few weeks later a return visit was made by the Beethoven Society, and a fine concert was given by the two societies in City Hall. A fine banquet followed in Pierian Hall.

May 3, 1870, a concert was given in Liberty Hall, with Mrs. H. M. Smith and Mr. F. C. Packard, soloists, and Germania Orchestra. The association sang in County Street Church on Sunday, February 15, 1870, when a lecture on "Sacred Music" was given by Dr. Eben Tourjee, of Boston.

On Thursday, June 9, 1870, a "Grand Musical Festival and Reunion" of the choral societies of New Bedford, Taunton, North Bridgewater, Randolph, Abington, Plymouth, Middleborough, Hyannis, Sandwich, Yarmouth, Mansfield and Acushnet, was held in Liberty Hall, the combined organizations furnishing a grand chorus of 540 singers. The association made lavish plans for the entertainment of its guests, and nearly 700 people were cared for during the two days and one night of the festival. Our citizens kept "open house" and royally entertained the visitors. The two concerts given were largely

attended, and enough money was realized to pay the entire expenses of the festival. The visitors were much pleased with their reception and the "generous hospitality of New Bedford" passed into a proverb. The lower floor of the hall was occupied by the singers and the stage and galleries for the audience. An orchestra of forty musicians accompanied the chorus.

At 9 o'clock the next morning City Hall was packed to overflowing, and the chorus spent an hour in singing national songs. It was an occasion of great enjoyment and enthusiasm. At 11 o'clock the grand chorus with invited guests (and that included all the families who had so kindly entertained them) took the steamer *Monohansett* for an excursion down the bay.

The season of rehearsals for 1870-71 was opened in Odd Fellows' Hall, October 6, 1870, with Von Bree's cantata Saint Cecilia's Day, and presented before the New Bedford Lyceum in Liberty Hall November 22, with Mrs. E. B. Dow of Boston, soprano; Isaac Littlefield of Stoughton, tenor; James W. Hervey, pianist; Josiah Eaton, jr., conductor, and a chorus of seventy-nine voices. Mendelssohn's 95th Psalm was then put in practice and given in Liberty Hall February 23, 1871, assisted by Mrs. H. M. Smith of Boston and Isaac Littlefield of Stoughton and a chorus of 109 voices.

The second anniversary of the association was observed April 19, 1871, in Odd Fellows' Hall, with a social reunion and a banquet.

In October, 1871, rehearsals were resumed in Music Hall, both the 95th and 42d Psalms by Mendelssohn being used, and a concert was given in Liberty Hall October 17, in aid of the sufferers by the disastrous conflagration in Chicago. The association was assisted by the New Bedford Brass Band, and $90.29 was realized and paid to the treasurer of the local fund. The rehearsals were continued till December 21, when the season closed, notwithstanding the Lyceum had engaged a concert of the association. But the interest of the members had waned and the board of managers did not feel warranted in giving a public performance.

In March, 1872, the interest was quickly awakened by the announcement of the coming International Jubilee in Boston in June, and work was resumed in City Hall. A guarantee fund of $186 was secured to

pay expenses. Mass rehearsals, embracing the societies of New Bedford, Taunton, Fall River, Somerset, Mansfield, Middleborough, North Middleborough, Sandwich, Hyannis, Tisbury, Harwich and Wellfleet, were held in Taunton, Middleborough, and Fall River. Regular rehearsals were maintained in City Hall with a membership of 146.

An informal concert was given on Friday evening, June 14, 1872. A special train was run from Mattapoisett. The profits of the performance were $115.72. The "Anvil Chorus" was one of the features. The conductor, Josiah Eaton, was presented at the close a gold watch. This concert closed the series of rehearsals prior to the World's Peace Jubilee and International music festival in Boston.

The Choral Association sent a chorus of 119 singers to the World's Peace Jubilee and International Festival held in the Coliseum in Bosnon June 17 to July 4, 1872. This festival, in many respects, was not as successful as that of 1869. The chorus was much larger, numbering 20,000 voices. It was unwieldly, and could not be held together. The work was evidently prepared by the societies with great care and thoroughness; but the massing of such a great body of singers under the control of one leader was a comparative failure.

At the final meeting for the season of the Choral Association, held July 8, B. F. H. Reed, the secretary, was presented a silver pitcher and salver in recognition of his efficient services during the great festival.

An attempt was made October 2, 1872, to open the season's rehearsals, but the membership did not respond; and though repeated efforts were made by the board of managers to reopen the work of the society, they were not successful till November 12, 1878, when a musical reunion and election of officers was held in the North Congregational Chapel, at which 107 members were present. At this time the society had $126.89 in its treasury, and about 300 volumes of standard music in its library. Mendelssohn's Hymn of Praise was selected for rehearsal, and work commenced in good earnest.

A miscellaneous concert was given in Pleasant street church April 9, 1878. The society was assisted by J. W. Hervey and R. P. Paine, organists; Mrs. David A. Caldwell, pianist; and an orchestra, John A. Hawes and C. E. Morse, violins; Edward T. Swift, viola; George Hall, double bass; John Hopkins, flute; G. A. Gustin and W. H. Heap,

cornets ; F. E. Allen and G. E. Nye, trombones. The house was packed with an enthusiastic audience and the association was pleased with the financial result of $166.50

May 1, 1878, a social and rehearsal was held in John A. Hawes's music rooms in Fairhaven. The evening was pleasantly spent in singing, etc. Among the many interesting features was the presentation to Mrs. David A. Caldwell, the pianist, of a lovely floral gift, in which were concealed twenty-five gold dollars. Mrs. Caldwell had generously given her valuable services for the entire season, and this presentation was simply an expression of appreciation, and not in any sense given as recompense.

On October 14, 1878, the association opened the season in the North Congregational chapel, with Costa's "Naaman." This was presented in Liberty Hall April 18, 1879, with a chorus of fifty-nine singers, and the following soloists; Miss L. G. Hayes, as Adah; Miss E. T. Sanford, the Shunamite Woman; Miss H. B. Ricketson, the Widow; Miss Nellie L. Hayes, Timna; Miss Sarah B. Worth, the Child; Julius Jordan, Naaman ; B. F. Jenney, Gehazi; E. B. Tinkam, Elisha; J. Eaton, jr., conductor. And an orchestra: John A. Hawes, John Riley and Joseph Sharples, jr., violins; Henry D. Damon, Louis H. Eaton and J. A. Taylor, violoncellos; Samuel J. Smith, flute; George Hill and William A. Dunbar, cornets; and Fred E. Allen, trombone; Mrs. David A. Caldwell, pianoforte.

It was a stormy night, and while the audience was small and the receipts showed a loss of $26.65, the programme was successfully rendered.

The season of 1879–80 was opened by the Choral Association with a social and annual meeting at John Hopkins's music rooms on William street.

At the rehearsal November 17, Josiah Eaton, jr., the conductor, resigned his position, and the following resolution, offered by Dr. W. H. Taylor, was adopted.

Whereas, Mr. Josiah Eaton, jr., who, since our organization in 1869, has served our society as conductor, has withdrawn from that position ; be it

Resolved, That the New Bedford Choral Association tender their sincere thanks to Mr. Eaton for his long and faithful service. His valuable work will ever be remembered with gratitude by this society.

Mr. Eaton well deserved all the resolutions expressed. He had take the society at its earliest formation, and with such material, good, bad, and indifferent, he soon brought the chorus into good working order.

The society was singularly fortunate to secure A. W. Swan as his successor. The association sang at the reopening of the Unitarian Church Wednesday evening December 11, 1879.

The oratorio St. Paul was taken up for practice on Friday evening, February 16, 1880.

On Friday evening, April 9, 1880, the oratorio St. Paul was given in the Trinitarian Church, with a chorus of fifty-three singers and the following soloists: John Hay, as St. Paul; Julius Jordan, as Stephen; Miss L. G. Hayes, soprano; Mrs. Marion Bullock, alto; E. G. Morton, jr., bass; Mrs. D. A. Caldwell, pianist; J. W. Hervey, organist. This difficult music was performed before a small audience, and under discouraging circumstances. The net loss was $13.19. The pluck and persistent energy of the association in giving this oratorio at this time and under the depressing influences was the salvation of the society. From that time onward it grew in numbers and compelled the respect and sympathy of many who had been indifferent to its success.

On September 30, 1880, the Schubert Club was organized, with Dr. W. H. Taylor, president; Charles T. Bonney, jr., vice-president; James W. Allen, secretary; George Richards, librarian, and Louis H. Eaton, conductor. It commenced rehearsals in Hopkins's music rooms October 6, with a membership of twelve. November 17 it changed to E. Boden's music rooms, and held weekly rehearsals till June 6, 1881. Its first public appearance was at the annual meeting of the Choral Association June 6, 1881. It also took part in a zither concert June 27, and gave one before their honorary members and friends June 2.

October 5, 1881, the club resumed work under the direction of A. W. Swan, and appeared in the following concerts: Allen Street Course, November 7, 1881; Semi Centennial of Trinitarian Church, November 15, 1881; in four entertainments given to the honorary members and friends.

October 9, 1882, it gave a concert in the Allen Street Course, assisted by Mrs. E. T. Paulding, soprano; B. F. Jenney, tenor; Miss E. E. Hawes, pianist; Mrs. B. F. Jenney, accompanist. It also

sang in a complimentary concert tendered to Jason White in the Opera House, March 21, 1883. Four entertainments were given to its friends, — January 11, March 21, April 12, May 9, — and at the last concert they gave "Tale of the Viking." On Decoration Day, 1883, it rendered valuable aid in the concert of "War Songs," in the Opera House, for the benefit of William Logan Rodman Post, G. A. R.

The club closed its rehersals October 23, 1883. It was without question the best male chorus ever organized in our city. The following is the list of members at that time: Dr. W. H. Taylor, John A. Ruggles, jr., George Peirce, James L. Hathaway, B. F. Jenney, J. S. Kelley, jr., Dr. J. J. B. Vermyne, J. Arthur Taylor, M. T. Vincent, Sumner Ryder, James W. Allen, C. T. Bonney, jr., L. A. Fish, James S. Staples, F. S. Barrows, E. G. Morton, jr., R. H. Willis, L. A. Bly, Albert C. Tripp, George A. Randall and George Needham.

January 7, 1881, the Choral Association resumed its work in Hopkins's music rooms.

Costa's Naaman was put in practice and presented in Liberty Hall, April 25, 1881, with the following assistance: Mary E. Turner, soprano; Nellie L. Hayes, contralto; Messrs. Julian Jordan and Thomas Hersom, tenors; C. E. Hay, bass; The Germania Orchestra; David A. Caldwell, piano; J. W. Hervey, opera organ.

It was conceded to have been the most creditable performanee ever given by the society, and yet given before a small audience, and at a net loss of $179.19. A guarantee fund provided for a large percentage of the deficit, and the association met all its bills promptly. Indeed it never closed a season but that it was entirely free from debt. This condition of things has not been maintained without much sacrifice and generous giving on the part of the membership.

The season of 1881–82 was opened in the North Congregational Chapel November 14, with the oratorio of Elijah for practice. No public performance was given except at the last rehearsal February 27, 1882, when some ten choruses from the oratorio were sung before an audience completely filling the chapel.

The season of 1883 was opened January 15 with an annual election and with a choice programme.

The oratorio of Elijah, with selections of lighter music, was used during the season.

A concert was given before the New Bedford Lyceum, in the Opera House, March 27, 1883, with a chorus of fifty-six voices and the following solo talent: Mrs. E. Humphrey Allen, soprano; C. N. Allen, violinist; Alma Faunce, pianist.

On Wednesday evening, May 30, 1883, the association took part in the "Concert of War Songs" in the Opera House, under the auspices and for the benefit of the William Logan Rodman G. A. R. Post, No. 1. The season closed with this concert.

"The Legend of Don Munio," by Dudley Buck, was performed in Liberty Hall Thursday evening, May 12, 1881, with a chorus of sixty voices, Louis H. Eaton conductor, and the Germania Orchestra. This chorus had no formal organization, but was gathered for the special purpose of giving the above music. Out of this event grew the Glee and Madrigal Society, formed in 1882, and continued in practice for one year, with a chorus of sixty voices. Hon. H. M. Knowlton was president, Mrs. Clara C. Russell secretary, and Josiah Eaton, jr., conductor. Among the music used was "King Eric" and "May Dew." No public performance was given.

The Choral Association season of 1883–1884 opened on Tuesday evening, November 13, in the North Congregational Chapel, "The Tale of the Viking," by George E. Whiting, having been chosen as the work for the winter. Nineteen rehearsals were given to it, and it was presented before the New Bedford Lyceum in the Opera House, Friday evening, April 4, 1884, with sixty-nine singers. The programme also included choruses from Mendelssohn's 42d Psalm and Hymn of Praise, and songs by Mrs. E. Humphrey Allen. Solos in the Tale of the Viking were sung by Mrs. Allen F. L. Dinman and John A. Ruggles, jr.

Work for the season 1884–1885 was opened in the North Congregational Chapel Tuesday evening, November 25, with Hofmann's "Melusina" for practice. Nine rehearsals were held, closing the series on February 17, 1885.

On Sunday evening, February 22, the association sang in the Opera House, for the New Bedford Bible Society, with forty-nine singers.

The season of 1885–86 was opened in the North Congregational Chapel November 19, with Handel's Messiah for practice. An organ recital in the Trinitarian Church on Friday evening, November 6, by

A. W. Swan, assisted by F. L. Diman, tenor, was given for the benefit of the association. This generous act provided a supply of books for the season, which was highly appreciated, and it gave encouragement at a time when most needed. It had been ebb tide for several seasons—only the steady devotion of the membership had made it possible to maintain the regular rehearsals. The time soon came when the prospects brightened. Slowly but steadily the society came into favor with the public. It began to have accessions from our High School, largely through the kindly influence of Mr. Diman, teacher of music in the public schools. The chorus increased in numbers and enthusiasm. The commencement of the rehearsals was characterized by a snap and push that meant success. The managers at the start determined that Handel's "Messiah" should be given. At an early period a subscription list to assist in paying expenses was started, and a generous amount was raised, but not large enough to warrant the employment of soloists to give the entire work. Most of the choruses and bass solos of the oratorio were given in Pleasant Street Church on Tuesday evening, February 23, 1886, with a chorus of seventy-one singers and Clarence E. Hay, of Boston, as soloist. The accompaniments were played by F. H. Lewis, of Boston, organist, and Miss E. E. Hawes, pianist. The house was packed and gave such a rendering of this marvelous music as to draw unbounded enthusiasm from the audience. It seemed as if every singer was imbued with the fervent spirit of the oratorio.

The splendid financial result was a net profit of $188.54, and the season was closed with $194 13 in the treasury. B. F. H Reed, who had for many years been secretary of the association, concluded his term of office at this time. Resolutions very complimentary to him were passed acknowledging in flattering terms his valuable services.

The season of 1886 and 1887 was opened Monday evening, October 25, in the North Congregational Chapel, with practice of the oratorio "St Paul." After a few rehearsals it was decided to give Handel's oratorio, "The Messiah," on Christmas week in the Pleasant Street Church, and it was presented on Tuesday evening, December 28, to a crowded house, with the following soloists: Miss Idell Miles, soprano; Miss Gertrude Edmands, contralto; Mr. George J. Parker, tenor; Mr. H. L. Cornell, bass. Mr. F. H. Lewis was organist, Miss Lucy C.

Milliken, pianist, and Mr. A. W. Swan, director. The entertainment was an expensive one, as might be inferred from the list of soloists. It was given at the popular price of 35 cents, and yet yielded a net profit of $29.

The season consisted of nineteen rehearsals, and concluded with a miscellaneous concert in the Opera House, Thursday evening, March 3, 1887, with a chorus of eighty-one singers. Miss Gertrude Edmands, contralto; Mr. Herman H. Hartmann, violinist; Mr. A. W. Swan, conductor, and Miss Lucy C. Milliken, pianist. The profits were the largest ever obtained for any public performance, $228.09; and the season was closed with every demand paid and $277.75 in the treasury.

The final gathering of the society on Monday evening, March 7, was of a very delightful character to all present. The retiring president, after eighteen years of continuous service, was honored with complimentary resolutions, engrossed and presented in such a manner as to put him in a pleasant frame of mind. Conductor Swan was presented with an elegant silver-mounted ebony baton. Speeches, singing, etc., were the order of the evening. The association gave Costa's oratorio, "Naaman," in the Opera House December 27, 1887, with a chorus of 125 voices. A. W. Swan, conductor; Miss Lucy C. Milliken, pianist. They were assisted by the following solo talent: Mrs. Maud Starkweather, soprano; Miss Gertrude Edmands, contralto; Geo. J. Parker, tenor; George Bridgham, tenor; Clarence E. Hay, bass; an orchestra of thirteen pieces, George Needham, leader, and a boys' chorus from Grace Church.

On March 13, 1888, a grand miscellaneous concert was given in the Opera House, with the assistance of the Schubert Club (male voices), Choral Association Orchestra, and the following solo artists: Miss Edith Estelle Torrey, soprano; Miss Lilian Carllsmith, contralto; J. Aldrich Libbey, baritone; Wulf Fries, cellist; A. W. Swan, conductor; Lucy C. Milliken, pianist; Geo. Needham, leader of orchestra.

December 19, 1888, the association gave J. E. Trowbridge's oratorio, "Emanuel," in the Opera House, with the following soloists: Mrs. E. Humphrey Allen, soprano; Miss Elinor M. Teear, contralto; Messrs. T. H. Norris, tenor, and H. L. Cornell, bass. A miscellaneous programme followed the oratorio.

On the 26th of February, 1889, the association gave "Christoforous," by Rheinberger, under the direction of Mr. Swan. The second part of the programme was made up of popular numbers.

January 20, 1891, under the auspices of the New Bedford Lyceum, the association performed the oratorio of "The Creation," in the Opera House, with Carl Zerrahn, conductor, and A. W. Swan, pianist; soloists, Mrs. Jennie Patrick Walker, soprano; James H. Ricketson, tenor, and Eric S. Bushnell, bass.

On the 7th of April, 1891, under the auspices of the New Bedford Lyceum, the association gave a concert in the Opera House, the programme including "Erl King's Daughter," by N. W. Gade, and Rossini's Stabat Mater. Carl Zerrahn, conductor; Allen W. Swan, associate conductor and pianist; Miss Elizabeth Hamlin, soprano; Mrs. Ella C. Fenderson, contralto; James H. Ricketson, tenor; Heinrich Meyn, bass. Assisted by the Germania Orchestra.

For the season of 1891-2 rehearsals were begun on "The Messiah," with the intention of giving it in January, 1892, in the North Christian Church. This plan was abandoned, and the work of the association culminated in arrangements for a grand three days' musical festival in April. The principal features of the festival were an engagement with the Boston Festival Orchestra, under G. W. Stewart; the performance on the first evening of Max Bruch's oratorio of "Armenius," the rendition of Gade's "Crusaders," followed by a miscellaneous programme on the second afternoon; the performance of the "Messiah" on the third and last evening. Besides these events public rehearsals were given each morning. The soloists who assisted the association were as follows: Miss Olive Fernstadt, contralto; Whitney Mockridge, tenor; Max Heinrich, baritone; Mrs. E. Humphrey Allen, soprano; Miss Elizabeth Hamlin, soprano; Miss Lena Little, alto; Herbert Johnson, tenor; Myron W. Whitney, bass; H. Winifred Goff, bass. The chorus consisted of 250 voices, and the orchestra of thirty-two performers. The festival was directed by Carl Zerrahn, with A. W. Swan, pianist, and was by far the most noted and successful musical event that ever occurred in New Bedford. The season's work was closed by the performance of "Armenius" in Tremont Temple, Boston, Monday evening, May 9, by invitation of G. W. Stewart, manager of the orchestra.

The officers of the Choral Association for 1892 are as follows: Chas. F. Shaw, president; Dr. C. C. Cundall, A. M. Goodspeed, vice-presidents; Leslie A. Bly, treasurer; Thomas B. Akin, secretary; J. S. Macomber, librarian; William Gordon, assistant librarian; Miss Mary K. Taber, Mrs. Horace K. Nye, Mrs. H. M. Knowlton, Mrs. H. P. Burt, James D. D. Comey, Walter Wood.

The Rheinburger Club, a vocal organization conducted by F. L. Diman, commenced rehearsals in 1886. It gave one or more concerts every season, and established a fine reputation for its excellent performances. It was permanently organized early in 1891 with the following officers: President, C. T. Bonney, jr.; vice-president, H. W. Goff; treasurer, J. S. Kelley, jr.; secretary, Mrs. Geo. S. Taber; librarian, B. F. Jenney; assistant librarian, W. Gordon; musical director, F. L. Diman; board of directors, president, vice-president, treasurer, secretary, musical director as above, with Mrs. A. F. Wyman, Mrs. J. I. Paulding, E. B. Tinkham, Ellis L. Howland.

CHAPTER XXXIII.

VARIOUS PUBLIC INSTITUTIONS.

The Police Force — Post-office — City Alms-house — Public Amusements — Cemeteries — Police Department, Military, etc., etc.

UNTIL 1847, when New Bedford received its city charter, law and order had been enforced by town police. These were supplemented by the night watch. The present department is the outgrowth of a system of marshals and night watchmen, perfected with the corporation of the city. Timothy Ingraham was the first to hold the position of city marshal, and his assistants were William O. Russell and Samuel G. Edwards. The first city watch was composed of Otis H. Horton, Willard Gifford, John B. Chase, Sylvanus Allen, John Terry, Lewis G. Allen, John Allen, James M. Sampson, Thomas Albert, Ichabod Coggeshall, Calvin Hervey, Winthrop Adams, John C. Banker, William H.

Skiff, Joseph Hammond, Henry C. Kelley 2d, Daniel P. Lewis and Daniel Murphy. Five additional assistant marshals were appointed in 1852, making a total of six, not including Jacob L. Porter, who was that year appointed city marshal. The assistants were Shubael G. Edwards, Joshua P. Dunbar, Eliphalet Robbins, Daniel Ripley, Lewis G. Allen and Charles W. Underwood. In 1853 six police officers were appointed as follows: Charles D. Burt, salary, $1,000 per year; Charles W. Underwood, $600; Andrew B. Grinnell, $600; Francis W. Hatch, $556.92; John Valentine, jr., $553.63; Nathaniel Corey, $553.63. It became apparent that the expenses of the city were increasing at a rate incompatible with a good financial footing, and in 1854 the police officers were again known as marshals and assistant marshals and their salaries considerably reduced. In 1855 the city watch included during the year thirty-nine men, and their aggregate salaries amounted to $9,636.25. Some, however, did but little service, the pay for which in some cases was as low as $7.50 for the entire year. The highest salary paid was $540, to George R. Hurlbut. In 1857 and in 1858 two new police stations were established, one on South Water street near the foot of Griffin, known as No 2, and one on Willis street near Purchase, known as No. 3. The central police station was located in the old town hall on South Second street, as at present. The main watch house was at the central station, but the branch stations were also used for this purpose. The night watch were, while on duty, under the immediate charge of the captain of the watch, whose compensation was fixed at $45 per month. The pay of the others was $1.25 per night.

The office of chief of police was created in 1876, under the mayoralty of Alanson Borden, and Henry C. Hathaway was promoted to that position from that of officer of the night watch. At the same time the office of assistant chief of police was established, and Jethro C. Brock appointed to the position. Captains of police were also appointed, James L. Wilbur and Daniel A. Butler, and two lieutenants, Luther M. Dayton and William E. Macomber. The regular force was constituted of twenty-six officers, and the special police numbered eighty-three men. In 1877 the police system was altered somewhat, the office of assistant chief being abolished and special police being designated for different parts of the city, such as Wamsutta and other mills, the ceme-

teries, the churches, schools and theaters. The city at present maintains an efficient department, with branch stations at the north, south and west portions of the city, and a central station on Second street. Mr. Butler resigned his position as chief of police in November, 1891, and the office is now filled by Ezekiel C. Gardiner, who has held it since January 9, 1892. The captains are Luther M. Dayton and James L. Wilbur, and the lieutenants Lemuel D. Adams, Timothy C. Allen, Seth E. Bryant, Frederick Hussey, Ellery Pierce and Thomas Taft; there are besides these forty-five patrolmen and five house officers. Henry M. West is clerk of the police department.

The city marshals and their terms of office have been:

Timothy Ingraham, 1847–51; Jacob L. Porter, 1852–56; Timothy Ingraham, 1857; William S. Cobb, 1858; Elias Terry, 1859–63; Oliver M. Brownell, 1864–68; Orrick Smalley, 1869–71; John W. Nickerson, 1872; Joshua W. Frost, 1873; John W. Nickerson, 1874–75. The chiefs of police and their years of service have been: Henry C. Hathaway, 1876; Jethro C. Brock, 1877; Thomas L. Allen, 1878–79; Isaac B. Tompkins, 1880–85; James L. Wilbur (acting) 1886; John Corey, 1887; Daniel A. Butler, 1888–91. The captains of the night watch have been: Joseph Hammond, 1847–51; Daniel P. Lewis, 1852; Edward P. Spooner, 1853; Francis C. Stimpson, 1854; George R. Hurlbut, 1855–56; Nathan Barker, 1857–62; Oliver M. Brownell, 1863; Thomas A. Howland, 1864–65; George R. Hurlbut, 1866–68; Samuel C. Perry, 1869–71; James L. Wilbur, 1872; Samuel C. Perry, 1873; Henry C. Hathaway, 1874–75. Captains of police: James L. Wilbur and Daniel A. Butler, 1876; James L. Wilbur, 1877; Luther M. Dayton and William E. Macomber, 1878–79; Luther M. Dayton and James L. Wilbur, 1880–91.

The City Guards.—This is the oldest and most successful military organization of New Bedford. It was organized in 1852, at which time George A. Bourne was the captain. It then passed under the command of Capt. Timothy Ingraham, and was under his captaincy when it enlisted in the armies of the Union. Its career in the United States service has been given in detail in the chapter devoted to that subject in preceding pages. Returning from the war the company was commanded a few months by Capt. Henry Potter, who was succeeded in 1866 by Capt. D. A. Butler. In 1876 Capt. William Sanders assumed command of the company, which he continued until 1881, and was succeeded by Capt. John K McAfee. In 1883 Capt. William B. Topham took the office, retaining it until 1886, when Captain Sanders was again chosen for the position. He was succeeded in 1889 by Capt. Richard

H. Morgan for one year, when Capt. Arthur E. Perry succeeded to the office, and now commands the company. William N. Church, jr., is first lieutenant, and Abner Pope second lieutenant. The Guards have an honorary membership, with Edwin Dews as president; Isaac B. Tompkins, jr,, secretary and treasurer; E. C. Milliken, William Sanders, F. S. Gifford, executive committee.

The company formerly had its armory in the Mechanics' Hall until it was destroyed by fire. In 1886 a handsome armory was fitted up at 192 Union street. The company has always borne a high reputation for efficiency in drill and discipline, and for the general excellent character of its membership and officers. It stands now as Company E, First Regiment M. V. M.

Besides the City Guards there are several independent military organizations, as follows: The Sheridan Guards, Capt. Thomas F. Brown; Emmet Guards, Capt. Robert Gillespie; French Zouaves, Capt. Ulric E. Collette; Guard of Honor (French), Capt. Joseph Carriere; Hibernian Rifles, British American Guards, and Monte Pio Guards. None of these companies belongs to the militia.

The New Bedford Post-office.—A post-office was first established in New Bedford in 1794, and William Tobey appointed postmaster. The office was located in the old Tobey house, a two-story wooden building on the corner of Purchase and Union streets where Lawton's drug store now is. The entrance was on Union street and the methods of distributing and delivering the mail were very primitive. The mails were received and forwarded once a week by stage and consisted only of a few letters of great importance, the postage in those days making it too expensive to forward any but the most urgent matter by regular mail. In 1806 Abraham Smith was appointed postmaster and removed the office to a building on Middle street two doors east of the present corner of Water. The custom-house was also kept in the same building, which is still standing; it is occupied as a paint shop by William F. Sturtevant. The part of the building used for the post-office was one door west of Mr. Sturtevant's place, the present number being 43 Middle street. The entire outfit of the post-office was located in a little room, and when the mail arrived on the stage the postmaster would call out the names of those for whom he had letters, and if they were

present, they would make themselves known and receive their mail. This was many years prior to the advent of the envelope or postage stamp, and the postage was usually paid by the recipient of the letter. The rate to and from Boston was ten cents on letters, and the postage on a weekly paper amounted to about $1.50 a year, for which sum the best of weekly newspapers can be secured to-day with postage paid by the publishers. The rate from New York was eighteen and three-quarters cents and from Philadelphia twenty-five cents. It was in this post-office and custom-house building on Middle street that Captain Isaiah West got his protection papers for his first voyage in May, 1821. The custom of sending letters in care of some friend or citizen who happened to be making a trip by stage or boat was much in vogue in those early days. It is related by an old resident of New Bedford, that in 1838, while he was employed in New York as the representative of a commercial house, he had occasion to send a packet of letters to New Bedford. Going down to the dock from which the boat was to leave, he recognized as one of the passengers a citizen of New Bedford. Stepping up to the gentleman, he kindly asked him if he would be so obliging as to carry a few letters as a matter of accommodation. The gentleman willingly assented and removed his hat, holding it out as a receptacle for the missives. They were deposited in the hat and the young man was tendering his thanks and politely bowing himself toward the shore, when another gentleman stepped briskly up and asked the same favor of the passenger for the firm he represented. The hat was again removed and received an additional cargo of letters. Hardly had this transaction taken place ere the third young man made an appearance and for him, too, the gentleman as willingly agreed to act as common carrier, still holding out the hat, which with its last acquisition, was filled to the brim. The utmost good nature prevailed, and this was probably but one of many similar instances, the custom being a matter of courtesy among merchants and townsmen. In the old Commercial Insurance office that stood where the Commercial Bank is now, was a long table, and upon the arrival of the boat the clerk would open out the bundles of letters upon this table. Those who expected mail matter would then step up and if their letters were among the lot, they would help themselves. This was as late as 1847

and '48, and not until the rates of postage began to decline did the carrying the mail amount to any great importance. The post-office came into the hands of Richard Williams, a son-in-law of Abraham Smith, in 1826 and during Mr. Williams's administration a penny-post system was established. This was inaugurated February 2, 1832, and under its provisions, the recipients of mail matter could have their letters delivered by the payment of an additional two cents. It was about this time that the post-office was removed from the building on Middle street to a little wooden structure on Union street, just east of Tallman's block. Here it remained until 1836, when the United States custom-house was built, into which it was removed, and a portion of which it has since occupied. When it was first moved into the present building, the entrance was on William street, the door now being used as a carriers' and employees' entrance. The following extract is found in a copy of the *American Magazine*, published in Boston in 1837, which prints an illustration of the building from a point of view diagonally opposite, or where the building of the Institution for Savings now stands. In the cut is shown the mansion of George Baker, just to the south, which is now occupied by the Germania Club. The writer says: "Agreeably to an act of Congress, a large building has been lately erected for a custom-house in the enterprising and flourishing town of New Bedford, Mass. The new building for the above purpose is on Second street, and within fifty rods of most of the wharves, and is on ground of about fifty feet elevation above the tide of the harbor or river. The building is fifty feet in front, and fifty-two feet in rear, exclusive of projections. . . . The whole building is of the Hallowell granite; . . . the upper or principal story is partitioned as follows: the hall of the customs is forty-eight feet by eighteen, and the height of the story is sixteen feet. To this story is a flight of steps or stairs of freestone, the workmanship of which is not surpassed by any which we have ever seen. There are twenty-two steps. The rooms below are similar to those above. The post-office is now kept in the space below the large custom-house room, already described. . . . The work is composed of the most durable materials, and the building may be justly said to be fire proof."

The inauguration of the Free Delivery Service in this city was under Postmaster Cyrus W. Chapman who was appointed April 16, 1861.

The old-fashioned penny-post system then prevailed. Postmaster Chapman being satisfied that the collection of mail from several points in the city would materially benefit the service, on September 2, 1861, placed three black walnut boxes for the collection of the mail in the drug stores of Thronton & Gerrish, corner of Union and Purchase street; William P S. Cadwell, corner of Purchase and William street; and Elijah H. Chisholm, corner of Purchase and Middle street. The Parker House at this time also had a private box, and all being on the route of the mail messenger to and from the railway station. From these boxes he collected the mail at 5.30 A. M., and 2 P. M., having keys to the stores for that purpose. This was thought to be quite a risk at that time, fearing he would forget to lock the door when he left the store. This system was continued until July 1, 1863, when the Free Delivery Service was ordered established in this city, but did not go into operation until the first day of the following August. Tin boxes took the place of the wooden ones, and were afterwards placed on the streets on or about April 1, 1866. These were superseded early in 1867 by the iron boxes, some of the old pattern being still in use.

New Bedford has always been a city whose people made great use of the mails in proportion to its population. The efforts of Postmaster Chapman were greatly appreciated. The public and press were loud in his praise. When the change was made to the Free Delivery System David Wood and James F. Tripp, who had been penny-posts, were appointed United States letter carriers. It is said their compensation was so small that for several months it was quite customary for a large number of their old customers to pay the heretofore usual two cents out of a charitable feeling towards them. They always stated that they made no demand for it, but never refused it.

We find that April 1, 1866, the business had increased to five carriers, one of whom collected the tin boxes and also assisted in delivering mails, but the the old-time idea of calling at the office for letters, and the use of boxes there, still prevailed, and many were slow to accept of this now most popular and convenient method of receiving mail at one's door.

In 1880 the number of carriers had increased to seven, and the number of pieces of mail handled was 1,838,635. New Bedford, which had been at a standstill on account of the decline of the whaling business

during the last five years prior to 1880, showing a loss of between 2,000 and 3,000, now took a start in manufacturing enterprises, and for the year ending June 30, 1891, there were twenty-one carriers handling 5,875,721 pieces of mail, 107 street letter boxes with fourteen newspaper and package boxes were in position, and ten stamp agencies established at drug stores, well distributed throughout the city.

The Money Order System was first started in this city on November 3, 1864. The first order was issued to Samuel Rodman for the sum of $4.25. The first postal note was issued September, 1883, to Alfred Wilson, for the sum of ten cents. This branch of the service has always been popular, and for the year ending December 31, 1891, there was issued and paid at this office an aggregate of $207,547.86.

The list of postmasters and their terms of office are as follows: William Tobey, January 1, 1794; Abraham Smith, June 20, 1806; Abraham Smith, November 25, 1818; Richard Williams, April 4, 1826; Simeon Bailey, June 20, 1840; Edward W. Green, June 13, 1845; Simeon Bailey, June 18, 1849; Thomas Coggeshall, December 30, 1852; Joseph C. Kent, June 8, 1853; John Fraser, April 6, 1857; Cyrus W. Chapman, April 16, 1861; Edmund Anthony, February 3, 1870; Thomas Coggeshall, March 1, 1876; Thomas Coggeshall, March 17, 1880; Albert H. W. Carpenter, April 9, 1887; Charles H. Gifford, May 16, 1889, to date.

City Alms-House.— Steps were taken to erect an alms-house and provide arrangements for caring for the poor of this town, at a town meeting held in May, 1816. A committee was appointed to select a site and make report at the next meeting. It appears that when the report was made, all action on the matter was indefinitely postponed and nothing more is recorded in regard to the subject until 1828 when it was decided to buy not to exceed fifty acres of a farm owned by Perry Russell on Clark's Point The cost of this land was about $4,500 and the cost of the building erected upon it about $2,000. A farm-house had been in use by the town for an alms-house prior to this time, for it is stated in the records that the committee were authorized "to sell the old house." With many additions and improvements this old alms-house served the town until 1847, when upon the eve of the adoption of a city government, the selectmen voted an appropriation of funds to

build a new alms house. The present stone structure was built during the years 1847–48, upon the site of the old one, and cost about $23,000. The total valuation of the poor-farm and alms-house, including farm utensils and furniture in 1848, was placed at $33,322.70. The cost of maintaining the institution for the year 1848, was $9,322 35. The net expense of maintaining it for the year ending March, 1891, was $29,019 47. In 1848 the population of the city was about 16,000, while in 1891 it is upwards of 43,000. The insane poor are maintained at different asylums at the expense of the city. There were forty-one of these subjects remaining at the city's expense at the close of the year 1890, thirty-six of whom were cared for at the Taunton Lunatic Hospital, the remainder being distributed at the Westborough Insane Hospital, Worcester Insane Asylum, Worcester Lunatic Hospital and Massachusetts School for Feeble-minded. In connection with the alms-house is a workhouse and truant school. The average daily attendance of inmates of the alms-house for 1890 was seventy-five, of the workhouse nine, and of the truant school twelve. The institution is under the supervision of the board of overseers of the poor.

The Jail and House of Correction.—This institution is situated on the east side of Ash street, running through from Court to Union streets. The old jail was built in 1828, and is mentioned in another part of this work. The new prison building, which adjoins it on the west, was completed in 1888 at a cost of over $80,000. It is built upon plans of the most modern architecture and is one of the finest prison buildings in the Commonwealth. In it are 287 cells, which are large and airy, particular attention having been given to a thorough system of ventilation. The long term prisoners are employed in making shoes and a factory has been fitted up for this purpose.

Amusements.—The early inhabitants of New Bedford held decided views on the subject of what constituted healthy and intellectual moral amusement. Good reading and occasional social gatherings were considered the safest and best methods of diverting the mind from the cares and worry of every day life. It was not until quite late in the present century that forms of entertainment were permitted. It must have been a great innovation when Mr Phillips opened a dancing-school at Colonel Nelson's hotel, October 15, 1821, charging five dollars for the

quarter. Another form of amusement was furnished the same year by J. Tilley, a fancy glass-blower from London, who gave exhibitions every day and evening except Sunday, at 4 o'clock, at Mr. Cory's coffee-house, "sign of the swan;" admission twenty-five cents. An advertisement in the *Mercury* of 1828 gives an idea of another class of entertainments. It reads: "The public of New Bedford and vicinity are informed that a grand selection of sacred music," etc., will be performed at the Rev. Mr. Holmes's meeting-house on Thursday evening, the 20th November, 1823, under the direction of and for the benefit of Mr. Holland. Tickets fifty cents each."

The dawn of the circus was heralded by the exhibition of a caravan of wild animals during the first week of December, 1823. The admittance was twenty-five cents. Mr. Plimpton, with his son and daughter, gave a concert, consisting of a selection of songs, duets, etc., Wednesday evening, January 28, 1824, at Colonel Nelson's hotel. There was a "grand exhibition of two Lafayette panharmonicons, music," etc., with moving figures, at Cole's coffee-house, September 30, 1825. The *Mercury* also tells us that two Egyptian mummies were exhibited for two days in the room over Peleg Gray's store in Water street (opposite Mr. Cole's hotel), the price of admission being twenty-five cents.

The first regular circus was advertised to appear every evening except Sunday, on County street, opposite the academy, "with best equestrain company in America," November 14, 1828. A "popular priced" entertainment was the "New England caravan," which exhibited at New Bedford on Friday and Saturday, October 28–29, 1830, charging but twelve and a half cents for admission. The Siamese twins exhibited at New Bedford Monday October 24, 1831, at the Mansion House and remained a week, owing to the non-departure of the boat for Nantucket. The admission was twenty-five cents, children half price. A panorama of the battle of Waterloo was exhibited at the Circus Friday evening, January 10, 1834. Doors were open at 6 o'clock and the admittance was fifty cents. It appears the exhibition was received with much favor and remained in the village two weeks, giving daily exhibits. The celebrated painting, "Opening of the Sixth Seal," by F. Danby, R.A., as described in the book of Revelations, was exhibited in New Bedford for a few days following November 27,

1834. The *Mercury* speaks in high terms of the picture and its exhibition in this place was attended by large audiences. The New York Zoological Exhibition and Columbian Circus performed five days commencing May 28, 1835, near the New Bedford line in Dartmouth. They had with them the elephant "Bolivar," which was probably the first elephant ever exhibited in this vicinity. In 1835, and upon several occasions in years prior to that, the sentiment against circuses and traveling shows in New Bedford was expressed by a disinclination or refusal on the part of the selectmen to grant licenses. In 1835 a town meeting was called to decide whether license should be granted to Messrs Buckley, Weeks & Co., to perform in this place. Upon previous occasions circus managers had escaped the edict of the New Bedford officials by holding their exhibitions in Dartmouth, just across the line. The Providence *Journal*, in 1835, editorially criticises the action of the New Bedford authorities, claiming that the circus was at that time performing in Providence and that among the audiences assembled under its canvas were some of the most prominent and highly respected citizens of that place, with their wives and daughters. Two meetings were called in this town and at both it was decided to instruct the selectmen to grant the license, which they did, and Buckley, Weeks & Co.'s circus performed at the corner of County and Elm streets for two weeks following December 23, 1835.

A full company of theatrical players, with orchestra and leader, from the Lion Theater, Providence, claiming to be the first company of this kind to present their names to the people of New Bedford, announced a succession of the best dramas, to be given in the building previously occupied as a circus, Monday August 1, 1836. The company consisted of ten gentlemen and four ladies. These plays constituted the first regular theatrical performances ever held in this town by professional players. The prices were, boxes, seventy-five cents; pit, thirty-seven and a half cents; gallery, twenty-five cents. Among the pieces presented were "Helen Jewett, or the New York murder;" "Master's Rival, or a Day at Boulogne;" "Damon and Pythias," "The Young Widow," "William Tell," "Richard III," and others. In 1837 it appears the amusement element in New Bedford had developed into considerable prominence. During the week of March 27, of that year, there were besides the Lion

Theater, at which were being given nightly performances of popular plays, with a professional company of actors and musicians, lectures at the lyceum on Jerusalem, Egypt, and Palestine by Mr. Catherwood; the Philharmonic Society gave a concert at the church on Elm street, consisting of two parts and fifteen numbers, and a juvenile class under the direction of Mr. Hamblin gave a concert of music at Grace Church, in two parts and nineteen pieces.

The subject of granting a license to a theater again came before the board of selectmen in September, 1840, and a town meeting was called September 14, at which it was decided by a count vote of twelve to 566 that the selectmen should be instructed not to grant the license. The subject of theaters was a vexed question among the citizens of New Bedford for many years, and the columns of the *Mercury* often contained bitter remonstrances and appeals from interested parties on both sides of the subject.

Among the regular places for holding concerts, dances, etc., was the Mechanics' Hall built about 1834, by the Mechanics' Rifle Corps. It was for may years a favorite place for holding all kinds of entertainments. It stood on the corner of William and what is now Pleasant street, but what at that time was an open space or court, and afterwards owned by the city. The old building was removed in 1888 and the beautiful brick structure of the Odd Fellows' Society built upon its site. The old Concert Hall on Elm street was another favorite amusement resort. It had formerly been the meeting-house of the North Congregational Church, but when the society built their granite edifice on the corner of Purchase and Elm streets in 1836, the old meeting-house was turned around to face on the latter thoroughfare, and fitted up with a primitive stage and auditorium. The building was partly burned in the big fire of 1859 and was not used as a hall afterwards. Subsequently another hall was fitted up in a building just north of the one now occupied by Lawton's drug store at the corner of Purchase and Union streets. It was also burned. The old meeting-house of the Unitarian Society, at the corner of Purchase and William streets, which was converted into "Liberty Hall" when that society moved to its new church in 1837, was for many years one of the best and most frequently patronized halls in New Bedford. It was burned on the

morning of February 10, 1864. The present Liberty Hall was erected on its site and has served as a place for holding public meetings, lectures, concerts, theatricals and various forms of entertainment for nearly thirty years.

Few persons will recognize in the present building on Union street, known as the Grand Opera House, the Grace Church of ten years ago. It was the second church edifice in New Bedford to be remodeled into a hall for the purpose of holding theatrical exhibitions. The lot and building were purchased from the Grace Church Society by Charles W. Clifford, trustee, November 26, 1881. A committee was appointed from among the gentlemen interested, of which Samuel Ivers was the chairman, and steps were at once taken to remodel the church into a theater. Cummings & Sears, architects, of Boston, were employed and under their direction contracts were let to William B. Stinson for the wood-work, and Hart & Akin for the painting and decorating. The work was completed and the first entertainment given in the house March 28, 1882, by the Union Square Theater Company. On March 3, 1882, a corporation was formed known as the New Bedford Opera House Company, with a capital of $50,000, the officers of which were: directors, Charles W. Clifford, A. S. Anthony, Samuel Ivers, Edmund Grinnell and Walter Clifford; treasurer and clerk, Samuel Ivers; president, Charles W. Clifford. The present officers are Frederick S. Potter, Moses E. Hatch, Samuel Ivers, Morgan Rotch, Walter Clifford, directors; president, F. S. Potter; treasurer, Samuel Ivers. The theater is leased to W. W. Cross, who is the present manager.

Street Lighting.—Gas for illuminating purposes was first introduced into New Bedford in 1853. A State charter and city franchise were obtained in 1850, by a company of gentlemen from Philadelphia, associated with James B. Congdon and Abraham H. Howland, and a corporation organized with a capital stock of $50,000. The interests of the Philadelphia parties were soon purchased by local citizens, and a permanent organization formed, with Wm. C. Taber as president and James B. Congdon as treasurer. A system of pipes was laid, and the gas first turned on February 14, 1853. The first works, which were located at the foot of Madison street (then called Bush street), occupied the same site as the present plant. They consisted of a brick retort house, a

small gas holder, capable of holding 35,000 cubic feet, and an office and coal shed. Extensive enlargements have been made until the area of the works at present is more than three acres, and the storage capacity of the three holders is about 200,000 feet.

Having obtained permission from the State to manufacture and sell electricity for light and power, the gas company purchased the plant of the New Bedford Electric Light Company in March, 1888. This company had been furnishing arc lamps to the city from their station at the foot of School street. The new proprietors immediately set to work to enlarge and improve the electric plant, and four Westinghouse incandescent dynamos, with a capacity of 2,600 lamps of sixteen candle power were put in within a short time. A new generator for supplying motive power, and a divided arc circuit were installed, and in 1888 a new brick station was erected on the property at the foot of Madison street. In 1890 the gas light company acquired the plant and property of the Edison Electric Illuminating Company, whose factory was situated on Middle street, and who had been furnishing electricity for light and power since July, 1886. The gas company now control the entire production and supply of electricity for light and power throughout the city. The Edison station is maintained on Middle street, and the arc and Westinghouse light station on Water near Coffin street. The former contains eleven Edison dynamos with a combined capacity of 7,500 sixteen candle power lamps, and the latter five Westinghouse incandescent dynamos of 5,800 sixteen candle power lamps and 473 full arcs of 2,000 candle power, and 120 divided arcs of 1,200 candle power. There is also a 180 horse power generator for motor service. The Edison station has also two generators for the electric street railway power, and has two arc machines of fifty lights. The company has 270,504 feet of wire stretched for incandescent lighting, 63,224 for motors, 106,082 for Edison lights, and 272,740 for arc lights, making a total of 712,650 feet of wire, covering 170,000 feet of streets. In connection with the supply of gas the company opened a store in 1881, at 71 William street and undertook the sale and rental of gas stoves and fixtures, which has proved an exceptional success. The office was removed from the William street quarters to the present office in the Winslow building on Union street in January, 1890. The price

of gas has been reduced from the first rate of $3.50 net per 1,000 feet to $2.00 gross per 1,000, with a discount of 10 and 25 per cent., governed by the amount of bill. The capital was gradually increased to $225,000 in 1888, then to $300,000, and has since been increased to its present amount, $550,000. Messrs. Taber and Congdon, the first officers, retained their respective positions for a period of over thirty years, but the death of Mr. Congdon in 1886 was followed in a year or two by the resignation of Mr. Taber, and Gilbert Allen was elected to serve in both positions. Gideon Wood had charge of the gas works, as superintendent for over thirty years. The present officers of the New Bedford Gas and Edison Light Company are: President, George R. Stetson; clerk and treasurer, Charles R. Price; directors, George R. Stetson, William J. Rotch, George F. Kingman, David B. Kempton, Thos. H. Knowles, Samuel C. Hart, Gilbert Allen, Horatio Hathaway, John W. Macomber, Charles R. Price, Charles W. Plummer, Charles H. Gifford, Horace Howland.

The Friends' Burying-Ground.—This was the first place of burial in this part of the town, and occupied about an acre of ground a little to the east of the old common burying-ground on Second street. The land was purchased of James Allen, who was then an extensive land-holder in the south part of the town, by William Rotch, jr., in the year 1793. The acre was then conveyed to the Society of Friends for a place of interment. Many old inhabitants will remember its location near the river, at what would now be about the foot of Griffin street, and as late as 1844 it was kept in repair and inclosed by a wooden fence; but the increase in value of that portion of the city as a site for mills, docks, and wharves, became so apparent that in 1853-4 the bodies were removed to the more recent Friends' burying-ground, and the old one converted into wharves and lumber-yards. It is more than probable that many graves were not disturbed when this removal occurred, as no stone had been placed to mark the spot of burial. Even the stones that were erected were small and unostentatious.

Burying-Ground Hill.—A short distance north of the site of the old Friends' burying-ground, there was formerly a promontory jutting into the Acushnet River. Forming a low mound or hillock, it was sufficiently elevated above the marsh to permit the growth upon it of a few bushes.

This promontory was once a burial place, although all trace of it has long since disappeared. In this plot of ground were interred those who left no friends behind them to defray the expense of burial in the regular grounds set apart for that purpose. During a conflict which took place in our waters during the War of the Revolution, between the privateer *Providence*, and a British brig-of-war, many were killed and several died of wounds received in the fight. The latter were buried in this spot. Diah Trafford, one of the three men killed by the British on the county road, was buried on Burying-ground Hill, the other two being interred in Dartmouth.

Burial Ground at Acushnet Village.—This is a very ancient cemetery and was for many years the only place of burial used by the inhabitants of this town. It was a church yard, the old meeting house in which the celebrated Father West, as he was generally called, preached many years, standing on its southern side. Before the division of the town it was within the limits of New Bedford, and was the common place of burial for the entire community, but it is now included in Acushnet territory. The ruins of the old church were removed more than half a century ago and many improvements have been, and are constantly being made to this ancient city of the dead. Lying in this cemetery are the fathers, grandfathers and great-grandfathers of many of the old and well-known families of New Bedford. Dr. West, to whom reference has been made, died at Tiverton, R. I., in 1807, four years after his release from his pastoral duties. He was buried in this spot beside the remains of his wife, who died many years before. The body of his son, who bore his father's name, and who was for many years a highly respected practitioner of medicine in Tiverton, was also brought to the same spot and interred prior to 1844.

The Old Common Burying-ground.—The location of this old cemetery is familiar to every old resident of New Bedford. It occupies a square piece of ground at the corner of South Water and Griffin streets, and was purchased of James Davis "tanner," in the year 1802. It constituted, for about thirty years, the only place of burial used by the inhabitants of the more thickly populated part of the town. The funds with which it was purchased were raised by subscription, and contributed by those who felt anxious to relieve the inhabitants from the

great inconvenience attending the necessity of going so far from the center of population for a place of burial. There is nothing to show that any effort was made to secure this new burying-ground by municipal action, and it is doubtful if this would have been possible at that day, as the people of Fairhaven, being on the opposite side of the river, would not have been likely to join in such a movement, and those on this side, living farther to the north, would also feel little interest in it. The amount paid to Mr. Davis for the lot was $500, and one fifth of that sum was paid by William Rotch, jr. The lot was deeded to "Asa Smith, of New Bedford, blacksmith, and Roger Haskell, of said New Bedford, saddler, as agents and trustees for the purchase of a common burying-ground for the common use of the village of New Bedford." Of those that were buried there, many were interred with no stone or mark to designate their resting place, and it is evident that little if any expenditure was ever made upon the ground, beyond that which was absolutely necessary. The first body laid in the ground was that of an infant child of Josiah Bliss, a grandchild of William Bliss, an old Revolutionary pensioner, who was for many years the sexton of the town. It has not been used for a burial place in many years.

Rural Cemetery.—This cemetery is situated on the north side of Dartmouth street in the southwest portion of the city, and occupies an appropriate and picturesque spot for a modern burial-ground Timothy I. Dyre, once a well-known resident of New Bedford, made the first purchase of land for the cemetery, and prepared it for use by clearing off the stone, laying out path and carriage ways, and dividing the enclosure into lots. A large portion of these were soon disposed of, and on April 12, 1837, John Perkins, Isaiah Burgess, and Gideon Allen were incorporated by a special act of the General Court of the Commonwealth, as the proprietors of the New Bedford Rural Cemetery. The first officers of the corporation were as follows: President, Henry H. Crapo; vice-president. William H. Allen; secretary, William Howe; treasurer, Jacob Parker; trustees, Abraham Barker, L Kollock, J. R. Ward, Joseph H. Allen, H. Taber, Robert Gibbs, Mark B. Palmer, and William Knights. They were given power to take a deed of gift or purchase in fee simple of a certain lot of land situate in Dartmouth near the dividing line between that town and New Bedford, for

the purpose of establishing and maintaining thereon a burying-ground. It soon became the principal place of burial for the town of New Bedford, and many handsome and costly monuments were erected. It was purchased by the city in 1849 from Gideon Allen and Benjamin T. Sanford, at a cost of about $5,000. Under wise and judicious government it has become celebrated for its beauty and attractiveness. Among the additions to the cemetery, was the purchase by the city in 1868 of seventy acres of land, a portion of which was laid out into lots the same year. Since the introduction of water, mains and hydrants have been introduced and within the past two years, these mains have been laid so as to reach the highest points of ground. During the year 1890 lots to the value of $2,345 were sold in this cemetery.

Oak Grove Cemetery.—This cemetery is situated on Parker street, in the northwest portion of the city, and was opened with appropriate ceremonies, and the reading of an address by James B. Congdon, on the 6th of October, 1843. The ground had been purchased by a committee appointed by the selectmen of the town for that purpose, consisting of Ephraim Kempton, George Howland, jr., Charles Grinnell, William H. Taylor, Calvin Staples, and James B. Congdon. At that time it contained about eight acres of land, six of which were purchased of Alexander Read, and two of Bethuel Pennyman, at a cost of $1,300. Seven hundred and seventy dollars were expended in making a wall around the lot, and $330 for laying out, making carriage ways and paths. Being the property of the town, it of course became the property of the city in 1847 and has been greatly enlarged and improved. Among the additions to its area are those of 1868, when fourteen acres were purchased and laid out, and 1887, when a large tract of land was purchased adjoining the cemetery on the north and converted into burial lots. On an average, five men are employed in the cemetery from April to November. During 1890 about four acres of ground was cleared and made ready for sale, and during the same period lots were sold in the cemetery to the amount of $1,345.

Pine Grove Cemetery.—This cemetery was formerly known as Tarkiln Hill burying-ground and had been used as a place of burial for a number of years prior to its coming into the possession of the city. It was taken in charge by the city government in 1853, when land ad-

joining it was purchased from Philip T. Davis, for $512.50. There was also expended the same year the sum of $1,315.81 in plans, labor, surveying, and fencing, making the total original cost of the cemetery $1,828.31. It is situated at the Head-of-the-River and is under the care of the Board of Public Works. The other public cemeteries are under the immediate jurisdiction of the superintendent of burial-grounds.

Besides the public places of burial, already enumerated, there are four private cemeteries in New Bedford, located as follows:

St. Lawrence Cemetery, belonging to the Catholics, is in the west part of the city, on the north side of the Smith Mills road, at the Dartmouth line of 1888.

Sacred Heart Cemetery is in the northwest part of the city, on the west of Mount Pleasant, south of Peckham West Cemetery. It is a Catholic institution.

St. John's Cemetery, also a Catholic institution, is in the southwest part of the city, on the south side of Allen street, near the Dartmouth line of 1888.

Peckham West Cemetery is in the northwest part of the city, on the west side of Mount Pleasant, north of District reservoir.

Free and Accepted Masons.—Star in the East Lodge, F. and A. M.—This lodge was chartered December 10, 1823, and is the oldest Masonic lodge in the city. The charter members were Timothy I. Dyre, Anthony D. Richmond, George Randall, Asa Wood, Allen D. Stoddard, Jonathan Buttrick, Oliver Swain, Charles Coggeshall, Thomas Cole, Zaccheus Cushman, Samuel Hall, Eastland Babcock, Timothy G. Coffin, Reuben Swift, Joseph E. Melcher, James Maddix, Samuel James, James Mooers, Mendell Ellis, Silvanus Ames, and Edward T. Taylor. This lodge has continued from the first to uphold and exexmplify the principles of Free Masonry, and during its existence of nearly seventy years, has welcomed into its membership many of the leading lawyers, doctors, and business men of New Bedford. In connection with the anti-Masonic movement which prevailed throughout the land for several years following 1828, and which at one time took the aspect of entirely extinguishing Free Masonry in America, we find the following names, many of them prominent and influential men of New Bedford and Fairhaven, attached to a document, in which they

relinquish all association with Masonry forever, believing it to be of "no further use or value, but at the same time they felt their duty to declare that there was nothing in the character of the institution to justify the fears with regard to it by a portion of the community": S. Merrihew, C. H. Warren, Timothy I. Dyre, I. H. Bartlett, R. R. Crocker, John Bryant, Enoch Horton, Robert Gibbs, Silvanus Ames, Joseph Grinnell, A. D. Richmond, Zach Hillman, Lemuel Kollock, John Baylies, James Tripp, D. Mack, George T. Baker, Charles Coggeshall, Richard A. Palmer, William le B. Gibbs, Zaccheus Cushman, Joseph Howland, Isaac Manchester, Peleg Butts, William H. Allen, dated New Bedford, October 10, 1834. The Morgan excitement had a natural death, however, and the lodge continued in a steady and permanent growth, furnishing later on the charter members of Eureka Lodge of this city, as well as many of those of Concordia Lodge of Fairhaven and Noquochoke Lodge of Westport.

The past masters of this lodge since its charter are Timothy I. Dyre, George Randall, Oliver Swain, Ephraim Kempton, Abner Bourne, Anthony D. Richmond, Thomas T. Wells, John Sargent, Lucien B. Keith, Timothy G. Coffin, John Freeman, Timothy Ingraham, Samuel W. Hayes, Henry F. Thomas, Henry Taber 2d, Isaac M. Richardson, George H. Taber, John B. Baylies, Shipley W. Bumpus, Albert H. W. Carpenter, William W. Arnold, Wanton T. Drew, James Taylor, Ezekiel C. Gardner, Anthony A. Hall, Theodore W. Cole, F. A. Bradford, F. M. Ashley, W. A. Jenkins. The present officers are: W. M., B. Otheman; S. W., P. H. S. W. Allen; J. W., John L. G. Mason; Treasurer, William M. Thorup; Secretary, James C. Hitch; Chaplain, Henry W. Mason; Marshal, Richmond C. Winter; S. D., Henry N. West; J. D., George C. Church; S. S., F. T. Wood; J. S., Oliver B. Davis; Organist, George Pierce; I. S., Edwin Mellor; Tyler, Charles H. Wood.

Eureka Lodge F. and A. M.—This lodge was formed by members of Star in the East Lodge, the latter having grown so large, it was deemed advisable by members of the fraternity to have another lodge. The Eureka was chartered May 8, 1857, with the following named members: Timothy Ingraham, Isaac M. Richardson, Benjamin Russell, Moses H. Bliss, Stephen A. Tripp, Moses G. Thomas, Lineas Wood,

James C. Tripp, and Henry F. Thomas. The lodge has had a prosperous career from the beginning. Its past masters have been Timothy Ingraham, Henry F. Thomas, Isaac M. Richardson, Amasa L. Gleason, Charles W. Seabury, John A. Lee, Abraham H. Howland, jr., Thomas B Tripp, James L. Sherman, Ansel G. Baker, William T. Soule, William O. Woodman, Thomas B. Tripp, Frederick W. Mosher, W. H. Waterman, Arnold B. Wady, Daniel W. Corey, Thomas R. Hillman. The present officers are. Worshipful Master, Robert J. Moore; Senior Warden, Henry T. Phillips; Junior Warden, William Bliss; Treasurer, Humphrey A. Gifford, jr.; Secretary, Daniel W. Corey; Senior Deacon, Clifton H. Cornish; Junior Deacon, David F. Covell; Senior Steward, William A. Baker; Junior Steward, Fred E. Tinkham; Inside Sentinel, Herman Karcher; Organist, George Peirce; Tyler, Charles H. Wood.

Adoniram R. A. Chapter.—This is an old organization and has been imparting the lessons of Chapter Masonry to several successive generations in Southern Massachusetts, having sent out many of its members who have organized other chapters in various parts of the world. It was chartered October 4, 1816, and its members comprised the following companions of Attleborough and vicinity: George Ellis, Manning Richards, George W. Robinson, Otis Robinson, James Warren, Richard Carrigue, Jabez Newell, Edward Richardson, Obed Robinson, jr., Darius Briggs, Abiathar Richardson, jr., John Whiting, Daniel Babcock, Carlos Barrows. It was moved to Taunton on the 5th of July 1825, and after twenty years' service its location was changed to this city, November 23, 1845. Its past high priests are Richard Carrigue, George Ellis, James W. Crossman, Samuel Caswell, jr., Timothy Ingraham, Moses G. Thomas, Wanton T. Drew, John A. Lee, Abraham H. Howland, jr., William W. Arnold, Albert H. W. Carpenter, James L. Sherman, Albert E. Waight, John Howard, William W. Crossman, William M. Thorup, Ansel G. Baker, John W. Taylor. The present officers are: M. E. H. P., E. G. Morton, jr.; E. K., Charles L. Kirby; E. S., P. H. S. W. Allen; Treasurer, James L. Sherman; Secretary, William M. Thorup; C. H., William H. Waterman; R. A. C., John L. G. Mason; P. S. William Deacon; M. Third V., Zacheus C. Dunham; M. Second V., Edward A. Clark; M. First V., Orton S. Simpson; Chaplain, Henry W. Mason; Tyler, Charles H. Wood.

Sutton Commandery of Knights Templar, and the appendant orders. —The charter for this commandery was granted May 4, 1864, to the following members: John B. Baylies, Albert H. W. Carpenter, Gustavus Delano, Wanton T. Drew, John Anson Lee, Charles H. Sanford, Elisha C. Leonard, Joshua B. Winslow, Henry Field, jr., Jacob L. Porter, Francis L. Porter, Robert C. Topham, Jacob B. Hadley, David Brayton, William E. Mason, Hiram Wheaton, Larnet Hall, jr., Stephen W. McFarlin, Amasa L. Gleason, John Valentine, jr., John Fuller, William W. Arnold, Andreas T. Thorup, Henry G. Pomeroy, George Bliss, James H. C. Richmond, William A. Searell, James D. Driggs, William O. Woodman, Nathan Lewis, George R. Paddock. David S. Small, Peter Fales, Peter D. Cutter, John Terry, and Ansel Tripp. Good fellowship and harmony among the Sir Knights has always characterized the proceedings of this commandery. It was named in honor of Sir Knight William Sutton, of Salem, who was much interested in all that pertained to Free Masonry, particularly to Templar Masonry, and he presented Sutton Commandery with a beautiful banner. The past eminent commanders are John B. Baylies, Albert H. W. Carpenter, John A. Lee, Abraham H. Howland, jr., Gardner T. Sanford, Henry Field, jr., James Taylor, William T. Soule, James L. Sherman, Ezekiel C. Gardner, Theodore W. Cole, Isaac N. Marshall. The present officers are: Eminent Commander, Charles L. Kirby; Generalissimo, Henry W. Mason; Captain General, Erskine H. Pierce; Prelate, Luther G. Hewins, jr.; S. W., William H. Waterman; J. W., N. B. Kerr; Treasurer, Jaoob B. Hadley; Recorder, F. A. Bradford; Standard Bearer, C. W. Howland; Sword Bearer, F. M. Ashley; Warder, E. C. Milliken; Third Guard, E. C. Dunham; Second Guard, William Deacon; First Guard, Bradford L. Church; Sentinel, Charles H. Wood.

Independent Order of Odd Fellows.—This order found an early and permanent abiding place in this vicinity, and has been prosperous in its subsequent career. At the present time there are in New Bedford two lodges, one encampment and one canton. The first lodge established in the town was Acushnet Lodge No. 41, which was instituted in 1844, with the following officers: William H. Taylor, N. G.; Isaac C. Taber, V. G.; Elisha Thornton, jr., secretary; John Baylies, treasurer. The

present officers are as follows: Charles Kern, N. G.; Herbert M. Atwood, V. G.; J. Harrington Sherman, secretary; Robert N. B. Doane, P. S.; Robert W. Taber, treasurer.

Annawan Encampment No. 8 was instituted May 23, 1845, with the following officers: Elisha Thornton, jr., C. P.; William H. Taylor, H P.; Stephen G. Driscoll, S. W.; Isaac C. Taber, scribe; Nathaniel R. Childs, treasurer; Ezekiel R. Sawin, J. W. The present officers are as follows: Frank A. Milliken, C. P.; Francis T. Wood, H. P.; Clarence S. Smith, S. W.; J. Harrington Sherman, scribe; Charles B. Hillman, treasurer; George A. Neal, J. W.

Vesta Lodge No. 166 was instituted February 23, 1874, with the following officers. Charles B. Hillman, N. G.; Charles H. Taber, V. G. O. F. Bly, secretary; E. V. McLeod, treasurer. The present officers are: Hiram W. Look, N. G.; Henry C. Joseph, V. G.; Charles N. Buchell, secretary; Charles H. Vinal, P. S.; Nathaniel P. Soule, treasurer.

Canton, "New Bedford," No. 43 P. M. was instituted April 7, 1886, with the following officers: James L. Wilber, Capt.; William H. H. Gibbs, Lieut.; Andrew J. Smith, ensign; Charles H. Holden, clerk; Charles W. Brownell, accountant. The present officers are: Thomas J. Gifford, Capt.; John W. Footman, Lieut.; William B. Wood, ensign; J. Harrington Sherman, clerk; John A. Taylor, accountant.

Stella Lodge No. 46 was instituted April 1, 1885, with the following officers: Thomas J. Gifford, N. G.; Edwin R. Bowie, V. G.; Eva B. Godfrey, secretary; Stephen D. Pierce, financial secretary; Charles S. Ashley, treasurer. The present officers are as follows: Hattie H. Braman, N. G.; Ida M. Holmans, V. G.; Ellen F. Potter, secretary; Josie W. Dahl, financial secretary; Abbie E. Tripp, treasurer. These various organizations meet in their commodious and handsomely furnished rooms in their own building which was erected on the corner of William and Pleasant streets in the year 1890. It is one of the largest and most attractive business and office buildings in New Bedford.

PART II.

BIOGRAPHICAL.

Between two breaths what crowded mysteries lie —
The first short gasp, the last and long-drawn sigh!
Like phantoms painted on the magic slide,
Forth from the darkness of the past we glide,
As living shadows for a moment seen
In airy pageant on the eternal screen;
Traced by one ray from one unchanging flame,
Then seek the dust and stillness whence we came.

— Oliver Wendell Holmes.

BIOGRAPHICAL.

ROTCH FAMILY.—The ancestors of this family, which has been so prominently connected with the early history of Nantucket and New Bedford, came from Salisbury, England, and settled first in Provincetown, Scituate, and other places in eastern Massachusetts. The first of the name who is mentioned in the genealogical records of New England was William Rotch, who was born in Salisbury in 1670, and came to America about the year 1700, or soon after, settling in Provincetown. The records show that early in the eighteenth century he was a prominent citizen, and took an active part in town matters. His name often appears in subscriptions for valuable publications, and among the archives of Massachusetts is a petition presented in 1741 to the Legislature by citizens of Provincetown, in which William Rotch signs first. He had two sons, Joseph and Benjamin. The former lived in Braintree and Falmouth, and afterwards went to Nantucket, where he married Love Macy, a descendant of Thomas Macy, the first immigrant to Nantucket, in 1569. From Joseph Rotch and Love Macy are descended that branch of the family, which settled in Nantucket and New Bedford, while Benjamin, the second son of William, was the ancestor of the Provincetown branch, whose descendants now live at Easton, Mass., Mt. Vernon, N. H., Martha's Vineyard, and in other places.

Joseph Rotch (1704-84) was an enterprising merchant of Nantucket, and was held in high estimation by his fellow citizens. In 1765 he removed to New Bedford, whose beautiful harbor he selected as being especially eligible and advantageous for the prosecution of the whale fishery. "This event," as stated by one of the historians of New Bedford, "was of the utmost importance, and this acquisition of capital, accompanied with the ripe experience, clear-headed sagacity, and skilled methods of this accomplished merchant, gave an impetus to the infant industry of New Bedford, which insured its permanence and success." New Bedford was originally a part of Dartmouth, as is well known, but as a little village had already begun to appear, it was thought necessary to give it a particular designation from the rest of the old township; and upon a public occasion Joseph Rotch suggested that the name should be "Bedford," in honor of Joseph Russell, who bore the family name of the Duke of Bedford, which suggestion was readily adopted by the inhabitants.

Mr. Rotch purchased from Joseph Russell, besides several smaller lots, ten acres of land in one tract in the center of what is now the business portion of the city of New Bedford, and was identified in many ways with the early history of the town. His house, situated on what was formerly known as Rotch's Hill, Water street, was burned by the British troops during the Revolutionary War. His family consisted of three sons, William, Joseph, and Francis.

William Rotch (1734-1828) was born in Nantucket, where he lived until the close of the war. His comparative wealth, his integrity, and his heroic devotion to what he believed was right, rendered him a conspicuous man in the community, and enabled him to render important services to his fellow citizens, whether he pleaded the cause of the helpless and destitute upon the quarter-deck of a British man-of-war, or before the provincial council at Boston. In a sketch of his personal recollections during the war, he said: "From the year 1775 to the end of the war we were in continual embarrassments. Our vessels were captured by the English, and we were sometimes in danger of being starved. The exposed situation of the islands made it extremely difficult to elude the numerous cruisers that were always in the vicinity, and months would frequently elapse before any supplies could be obtained from the main land." The troubles of Nantucket did not end with the war, the whale fishery being ruined by the heavy 'alien duty' of eighteen pounds sterling per ton imposed upon American oil for the protection of British subjects, Great Britain being then the only market of any consequence for sperm oil." Sperm oil was sold at Nantucket after the peace at seventeen pounds per ton, which before the war was worth thirty pounds. Mr. Rotch estimated the losses he had sustained by captures during the Revolutionary War at $60,000, and for two years after the war the business was continued at a certain loss. In this desperate state of things Mr. Rotch saw no alternative for the prosecution of his business but to proceed to England and endeavor to establish the whale fishery there. He had several interviews with William Pitt, the chancellor of the exchequer, and with Lord Hawksbury; but they would not consent to the introduction into England of any American-built ships. Mr. Rotch proceeded to France and laid his proposition before the comptroller of finance, the minister of foreign affairs, and other officials, who extended a cordial welcome, and the business was finally established at Dunkirk.

"Full of most interesting incidents is the story of William Rotch's residence in France. The striking and instructive aspect of his life while there is that perfect harmony and consistency of character maintained by him in all the circumstances in which he was placed. The French Revolution brought suffering and danger to him and his family, but there was no wavering in the firmness with which he maintained the principles of his faith—as vital to Him when the mob howled about his dwelling at Dunkirk as when he pleaded the cause of Christian liberty before the national assembly at Paris, with Mirabeau as its president." True to his Quaker principles, when he appeared before the national assembly he refused to take off his hat or to wear one of the cockades which were considered necessary for every one in order to avert suspicion among the lower classes. "In the course of the year 1792," he writes, "fresh trials awaited us. A great insurrection took place in Dunkirk, founded upon a rumor of the exportation of corn. Several houses were attacked, their furniture totally destroyed, and many of our friends but just escaped with their lives. Martial law was proclaimed, and whenever five men were seen together in the evening or night, orders were given to fire upon them. Upon an announcement of a victory of the French over the Austrians a general illumination was ordered, but as we could take no part in war, we refused to join in rejoicings for victory. 'Well,' said the mayor, 'keep to your principles. Your houses are your own, but the streets are ours, and we shall pursue such measures

as we think proper for the peace of this town.' We retired, though not without some fear that they would send an armed force. However, they took another method, and sent men to erect a frame in front of our house and hang a dozen lamps upon it. The mayor had also the great kindness to have another similar frame with lamps placed before his own house, in addition to the usual full illuminations, and he placed a man in front of our house to assure the people that we were not opposed to the government." In 1793, when war was imminent between England and France, it became necessary to leave Dunkirk to prevent the capture of the ships by the English. Mr. Rotch writes as follows: "Two of our ships were captured full of oil and condemned, but we recovered both by my being in England, where I arrived two weeks before the war took place. Louis XVI. was guillotined two days after I left France, an event solemnly anticipated and deeply deplored by many who dared not manifest what they felt."

Mr. Rotch finally left Europe July 24, 1794, with his family, in the ship *Barclay*, and after a long passage of sixty-one days, once more reached America. After a year's residence in Nantucket, he removed to New Bedford in 1795, where he remained until his death, in 1828, in his ninety-fifth year. His residence was the Mansion House, corner of Union and North Second streets. The author of the first history of New Bedford speaks of him as follows: "His venerable and patriarchal appearance during the latter part of his life is well remembered by the writer. Tall and dignified in his person, his face expressive of benevolence, with his long silvery locks and the drab-colored suit of the style of the Society of Friends, combined with his noble and philanthropic character, rendered him an object of profound respect to his fellow citizens, as well as to his numerous friends among the distinguished merchants and men in public life at home and abroad. He was a fine specimen of a merchant, a man of the strictest integrity, frank, generous, high-minded in the truest sense, of broad and liberal views, a friend of the oppressed and down-trodden, in fine, a more perfect character it has never fallen to our lot to know, and is probably rarely to be met with in any community."

William Rotch was the owner of the famous ship *Bedford*, which first displayed the American flag in British waters, an event which is thus described in Barnard's history of England. "The ship *Bedford*, Captain Moores, belonging to Massachusetts, arrived in the Downs on the 3d of February, 1783, and was reported at the custom house on the 6th instant. She was not allowed regular entry until some consultation had taken place between the Commissioners of the Customs and the Lords of the Council, on account of the many acts of Parliament in force against the *rebels* of America. She was loaded with four hundred and eighty-seven butts of whale oil, is American built, manned wholly by American seamen, and belongs to the Island of Nantucket, in Massachusetts. This is the first vessel which has displayed the thirteen rebellious stripes of America in any British port."

Francis Rotch (1750–1822), the younger brother of William, was also a successful merchant and the owner of several ships, among which was the *Dartmouth*, from which the tea was thrown overboard in Boston Harbor, December 16, 1773. It is a remarkable coincidence that, by two occurrences associated with the beginning and close of the war, the two ships, *Bedford* and *Dartmouth* owned by the two brothers, Francis and William Rotch, should have thus made memorable the names of the mother town and

infant village. Nancy Rotch, the widow of Francis, lived during the latter years of her life on the corner of Walnut and Sixth streets in New Bedford.

William Rotch, jr., (1759–1850), was born at Nantucket and moved to New Bedford soon after the Revolutionary War, where he spent the remainder of his life. He is well remembered as one of the prominent merchants of the place during the first half of the present century. He was one of the incorporators and the first president of the New Bedford Institution for Savings in 1825. He subscribed nearly half of the money raised for the erection of the Friends' Academy, which was built in 1811, upon land given for the purpose by his father, and was the first treasurer of the board of trustees, his father being the first president. His residence for many years was the building. now occupied as the Mariners' Home, then situated at the corner of William and Water streets, nearly opposite the Merchants' National Bank. He lived afterwards on County street, his home being purchased after his death by the late Edward C. Jones. One of his especial characteristics was his hospitality towards strangers coming to New Bedford, whether rich or poor, whom he entertained with simplicity and courtliness. He, as well as his father, was an earnest advocate of the anti-slavery cause and assisted many a bondman to obtain his freedom.

Benjamin Rotch, the second son of William Rotch, sr., was born at Nantucket and accompanied his father to England and France in 1785. After the outbreak of the French Revolution, when his father returned to America, Benjamin went to England and soon after to Milford Haven, where he established the whale fishery under the auspices of the British government. He afterwards went to London, where he and his wife resided during the remainder of their lives. Two of the children of Benjamin, named Francis and Eliza, came to America, where they married and remained until their death. Francis married Ann Morgan, sister of Charles W. Morgan, of New Bedford; and Eliza married Prof. John Farrar, a celebrated mathematician of Cambridge. Mrs. Farrar (1792-1870) was an authoress of some note. Among her earliest publications were "The Children's Robinson Crusoe," "Life of Lafayette," "Howard," and "Youth's Letter Writer." Her most popular work, "Young Lady's Friend," (1837) passed through many editions in the United States and England. Her "Recollections of Seventy Years," published in 1865, contains many interesting anecdotes of the distinguished persons whom she met during her eventful life, and she was considered one of the most accomplished and refined women of her time.

The second son of Benjamin Rotch, named also Benjamin, was a barrister in London, a member of parliament and chairman for several years of the board of Middlesex magistrates in London. The youngest son, Thomas Dickason, was brought up as a civil engineer and was noted for his inventive ability. His son, William D., is a distinguished barrister in England, and a great admirer of American institutions and republican principles.

William Rotch, jr., (1759-1850) married Elizabeth Rodman, of Newport, R. I., and had five children: Sarah, who married James Arnold, of New Bedford; William R., who married Caroline Stockton, of Princeton, N. J.; Joseph, who married Ann Smith, of Philadelphia; Thomas, who married Susan Ridgeway, of Philadelphia; and Mary who married Charles Fleeming, and afterwards George B. Emerson. William R. Rotch

had two children, Horatio and Mary; the latter married Capt. Charles Hunter, of Newport.

Joseph Rotch (1790-1859) had five children: Elizabeth, who married Joseph Angier; Benjamin S., William J., Rodman, and Joanna. Of these, Benjamin S. (1817-1882) was graduated at Harvard in 1838, he and his brother William being the two marshals of the class, which numbered among its members, Lowell, Eustis, Devens, Story, and many other well-known men. In 1846 he married the eldest daughter of the Hon. Abbott Lawrence, and accompanied the latter to England when he was appointed our minister to the court of St. James. It was during this and subsequent visits to Europe that he had the opportunity to improve and cultivate that interest in the fine arts which rendered his influence in artistic matters most valuable. His careful study of foreign collections, supplemented by practical work, made him a competent and fastidious critic, as well as a painter whose landscapes have shown to advantage in many local exhibitions. He was a trustee of the Boston Athenæum and of the Museum of Fine Arts, and chairman of its committee. He also filled most successfully many other public and private offices which were confided to him, and was a member of the Legislature and aid-de-camp on the staff of Governor Briggs. He had seven children: Edith, Arthur, Aimee (who married Winthrop Sargent), Catharine, Annie L., William, and Abbott Lawrence. Of these Arthur was graduated at Harvard in 1871, and pursued a thorough course of architecture at the "Ecole des Beaux Arts" at Paris. On his return from abroad he settled in Boston, where he has been devoted to his profession, and, although possessed of an ample fortune, takes rank among the leading architects of the country, and has paid considerable attention to musical and art matters. Abbott Lawrence Rotch at an early age exhibited a decided taste for mechanical engineering, and took a course at the Institute of Technology at Boston. He was born in Boston January 6, 1861, graduated at the Massachusetts Institute of Technology in 1884 with the degree of S. B., and founded in 1885 the Blue Hill Meteorological Observatory, Milton, Mass., for scientific research depending on the investigation of atmospheric problems. The advantage of local weather forecasts was first demonstrated to the government by trial at this observatory. The work of the observatory has been directed by him, and the Harvard College Observatory has co-operated in publishing the results. Since 1887 he has been associate editor of the *American Meteorological Journal*, the only magazine devoted to the science of meteorology in the United States. At the Paris exposition of 1889 he represented the United States in Class Fifteen of the International Jury of Awards, and received the national decoration of Chevalier de la Legion d'Honneur. The honorary degree of A. M. was conferred by Harvard University in 1891. In 1891 he assisted at the international conference of directors of weather services at Munich, Bavaria, by invitation of the secretary of the international committee. He is a member of the following scientific societies: Fellow of the American Academy of Arts and Sciences, corresponding member of the British Association for the Advancement of Science, and of the Royal Scottish Geographical Society; fellow of the Royal (London) Meteorological Society, Deutche Meteorologische Gesellschaft, Société Météorologique de France, Société Astronomique de France, and councilor to the New England Meteorological Society.

William J. Rotch, whose portrait accompanies this sketch, was graduated at Harvard with his brother Benjamin in 1838 with the honors of his class, and was chosen a member of the Phi Beta Kappa. He was associated with his brother in many business enterprises. In company with Joesph Ricketson, of New Bedford, they founded the New Bedford Cordage Company, which developed into one of the most successful manufacturing companies in the city. In later years the two brothers were among the first to recognize the value and aid in the development of the McKay sewing machine, which, under the able management of Gordon McKay, has won a world-wide reputation. Mr. Rotch has been prominently connected with most of the important business enterprises of New Bedford, and has held many offices of public and private honor and trust. In 1852, at the early age of thirty-three years, he was elected mayor of New Bedford, being the second person to hold that office after the incorporation of the city, and was also one of the military staff of Governor Clifford. He had previously served two terms as representative at the General Court—1847-8 and 1849-50. But the allurements of public life had no charms for him, and he turned a deaf ear to all propositions for political preferment. For thirty-four years he was president of the New Bedford Cordage Company, and for forty-two years president and treasurer of the Friends' Academy, which offices were held by his grandfather, William Rotch, jr., for thirty-nine years. He is now president of the Howland Mills Corporation and of the Rotch Wharf Company, and vice-president of the New Bedford Institution for Savings, and a director of most of the manufacturing enterprises of the city, and also of the Old Colony Railroad Company, and of the National Bank of Commerce.

In his long life in New Bedford Mr. Rotch has established and maintained a character exemplifying all the best phases of manhood, and few men in their mature years are so fully vouchsafed the respect and esteem of their fellow citizens.

From 1876 to 1881 Mr. Rotch lived in Boston during the winter, and in 1881 he went abroad with his wife and four daughters, returning in the fall of 1882. Now, in his capacious mansion, formerly the home of his uncle, James Arnold, surrounded by extensive and beautiful grounds, and filled with all the home treasures that wealth can procure, he abates none of his interest in the city of his ancestors, but in company with William D. Howland, the accomplished treasurer and manager of the Howland Mills, is laying the foundation of a new enterprise which is to bear the family name.

In 1842 Mr. Rotch married Emily Morgan, daughter of Charles W. Morgan, of New Bedford; she died in 1861, leaving seven children. These are Charles M. (the eldest son, having died in infancy), William, Helen (who married Dr. T. M. Rotch), Morgan, Isabel M. (who married Pierre Severance), Sarah R. (who married Frederick Swift), Emily M. (who married Dr. J. T. Bullard), and Anna S. (who married Francis H. Stone). In 1866 he married Clara Morgan, and they have one daughter, Mary R.

Of these children William Rotch was born at New Bedford July 22, 1844, and graduated at Harvard college in 1865. In 1869 he received the degree of Ingenieur Civil at the Ecole Impériale Centrale des Arts et Manufactures at Paris. In 1871 he was appointed assistant engineer of the Fall River Water-works, on January 1, 1875, advanced to chief engineer and superintendent, which position he held until the water-works were completed, in 1880. Was one of the original members of the Fall River Board of Trade.

From 1880 to 1882 he was consulting engineer and purchasing agent of the Mexican Central Railway Company, Sonora Railway Company, Atlantic and Pacific Railroad Company, and California Southern Railroad Company, and from 1882 to 1884 treasurer of the Connotton Valley Railroad Company. February 9, 1870, he was chosen first president of the Union for Good Works, of New Bedford. March 5, 1873, was elected a member of the American Society of Civil Engineers. He is a director of the Mexican Central Railway Company, Cleveland and Canton Railroad Company, Consolidated Electric Manufacturing Company, Plymouth Cordage Company, Continental Mills, and West End Nursery and Children's Hospital; also one of the trustees of the Friend's Academy. He is a member of the Somerset Club, St. Botolph Club, Country Club, and Boston Athletic Association, of Boston, and of the Wamsutta Club, of New Bedford. On September 6, 1873, he married Mary Rotch Eliot, daughter of Thomas Dawes and Frances Lincoln Eliot. Five children were born to them as follows: Edith Eliot, born August 11, 1874; William, jr., born August 17, 1876; Charles Morgan, born May 19, 1878; Mary E., born December 9, 1879, died December 12, 1879; Clara Morgan, born February 17, 1881. Since 1884 he has been managing trustee under the will of Benjamin S. Rotch.

Morgan Rotch (see portrait) was born April 8, 1848 in New Bedford. He began his education in the New Bedford schools, and attended the Friends' Academy from 1858 to 1865, going thence to the Phillips (Exeter) Academy, where he remained until 1867, then entering Harvard he graduated in 1871. Returning home he soon afterward started on a European tour of one year, after which he engaged in cotton brokerage at New Bedford, and subsequently took up the business of stock and note brokerage, which he has continued with success until the present time. But through his well-known ability as a financier and his sound judgment on all matters of business policy, he has been chosen to fill numerous stations in the leading enterprises of New Bedford. He is at the present time president and director of the New Bedford Manufacturing Company, director in the Howland Mills Corporation, in the Southern Massachusetts Telephone Company, in the National Bank of Commerce, in the New Bedford Cordage Company, in the Opera-House Company, in the Pairpoint Manufacturing Company, and the Illinois Steel Company. In these various offices he wields an influence that is always for the good of the stockholders.

In politics Mr. Rotch is a Republican and has evinced a deep interest in that field. In 1879-80, when only about thirty years of age, he was chosen to the Common Council of the city. He occupied the mayor's chair for four years, being elected at the age of thirty-six (1885-88), to his own credit and the good of the community. He was also one of the military staff of Governor Ames. In 1891 he was elected State senator and there proved himself a legislator of broad and correct views, and the honesty and independence to support them. He was chosen chairman of the Board of Public Works in 1889, when it was organized, and held the office until a new law gave it to the mayor. He is now a member of that important board, and also a commissioner of the city sinking fund. Mr. Rotch has always kept the welfare of his constituents before him, and advocated such measures as, in his judgment, would effect the greatest good for the greatest number.

Socially Mr. Rotch and his family have been and are conspicuous in the community. Affable to all, firm in his adherence to his numerous friends, possessed of a large fund of information, and excellent conversational ability, he is welcomed to a large circle.

Mr. Rotch was married December 4, 1879, to Miss Josephine G. Grinnell, of New Bedford. They have two children—Arthur Grinnell, born November 22, 1880, and Emily Morgan, born March 21, 1882.

Rodman Rotch (1821-54) left New Bedford at an early age and settled in Philadelphia, where he died at the age of thirty-three. He married Helen Morgan, daughter of Thomas W. Morgan, of Philadelphia, and had two children—Anna S., and Thomas Morgan.

Thomas Morgan Rotch was born in Philadelphia, where he was educated previous to entering Harvard College, from which he was graduated in the class of 1870. He then entered the Harvard Medical School, and took the three years' course of study. In 1874 he was house physician at the Massachusetts General Hospital, and took his medical degree that year. Dr. Rotch then went to Europe, spending two years in travel and in the study of medicine, chiefly in Berlin and Vienna. In 1876 he moved to Boston, and since that time has been engaged in active practice. During the last ten years Dr. Rotch has published a number of articles, chiefly on subjects connected with diseases of children. He has for several years held the chair, devoted to the teaching of diseases of children, in the Harvard Medical Faculty, with the title of Assistant Professor.

He is a member of the staffs of the Boston Children's Hospital, City Hospital and the Infant Hospital; Consulting Physicial of St. Luke's Hospital. He was president of the American Pediatric Society in 1891, and has been respectively secretary, vice-president and president of the Boylston Medical Society; also secretary of the Improvement Society and of the Suffolk District Medical Society. He is councilor of the Massachusetts Medical Society, a member of the Observation Society and of the Society of Medical Sciences.

In 1874 he married Helen, daughter of William J. Rotch, of New Bedford. They have one son, Thomas Morgan Rotch, jr.

Seven generations of this family have lived in New Bedford since 1765, and probably no other family has had greater influence in developing its character and prosperity, and shaping its history.

CRAPO, HON. HENRY HOWLAND.[1]—"We must leave to the pen of the biographer the details of the life of this estimable and remarkable man. The materials are ample for a volume replete with interest and instruction. Justice to his memory and to the large number to whom his name on the title page would give the book a value, and to that much greater number to whom the experience of such a life would impart energy and guidance, calls for the publication of such a work.

"Mr. Crapo was born in the north part of the town of Dartmouth, in the County of Bristol, May 24, 1804. His early life was one of toil and privation. His parents were

[1] This sketch was in great part written by James B. Congdon.

poor; and from the sterile soil which they cultivated no returns could be obtained beyond a mere livelihood. He early became alive to the fact that there were better things to be obtained in life than such as were yielded by hard and unnecessary toil upon a Dartmouth farm, and he saw, too, that the opening to these better things was mainly through the knowledge to be found in books. We cannot follow this earnest Dartmouth boy in the long continued struggles which constitute the salient feature of his early life. No toil was too hard, no sacrifice too great to be encountered and overcome by his persistent efforts. We have seen a dictionary in manuscript, compiled (not copied) by him, when such a book was not to be found in his neighborhood, and no means were within his reach for its purchase. In his desire to acquire a knowledge of the English language, he copied into his book the words he met with, whose meaning he did not understand, and then as he met them in the newspapers and books within his reach, he would study out and record the definitions.

"From a book which he picked up in the neighborhood, he made himself familiar with the theory of surveying. There was a call for the services of a land surveyor, but he had no compass. But in this, as in other cases, there was a 'will,' and consequently there was a 'way.' A compass he wanted, and a compass he would have. He had no money; but near at hand there was a blacksmith's forge, and upon that forge and with such tools as he found in the shop and used while the smith was at dinner, a compass was constructed, and the Dartmouth boy, like George Washington, began life as a surveyor of land. The general did not make his own compass.

"He became a teacher, too. He was the 'village master'; and when in the course of time and under the pressure of law a high-school was to be opened, he became a candidate for the mastership, and succeeded. Not however without a struggle. He knew what the law required; and hard was the toil required of him to meet these requisitions.

"One evening, after the labors of the day were over, he traveled on foot from his home in Dartmouth to New Bedford, called upon J. H. W. Page, then, it is believed, preceptor of the Friend's Academy, went through a thorough examination, received from him a certificate that he was qualified, trudged back to his home the same night, and lay down upon his bed after traveling twelve or fifteen miles on foot, happy in the possession of a talisman that would open to him the door of the school-house.

"When at the age of twenty-eight he left Dartmouth and became a citizen of New Bedford, he still followed the occupation of a land surveyor, helping out his scanty gains by occasionally acting as an auctioneer. Upon the retirement of Capt. Kelley Eldridge, who had long and faithfully served the town, he was chosen town clerk, treasurer and collector of taxes. These offices he held until the form of our municipal government was changed, a period of about fifteen years. Upon the inauguration of the city government, he was elected treasurer and collector of taxes, a situation which he held for two or three years. He closed his connection with our municipal government by holding for a short time the office of alderman. As chairman of the council committee on education, he was one of the first board of trustees of the Free Public Library. The report upon which was based the order for the establishment of that institution, was prepared by him.

"No man connected with our municipal government ever had, to a greater extent than Mr. Crapo, the confidence of the people. He was exact and methodical in all matters of record; conscientious and laboriously persistent in the discharge of every duty; clear in his methods aud statements in all that appertained to his official transactions with the town and his townsmen, leaving, at the close of his long connection with them, all that belonged to his department as a financial or recording officer so luminous and complete, that no error has ever been detected, or any improvement made upon his methods.

"It was while thus connected with the town, that his mind was in training for the elevated positions to which he was afterwards called. It was in the New Bedford town meetings and in the transaction of the business connected with the town affairs, that he learned those practical lessons which were so important to him when he took his seat in the Senate of Michigan, and when he guided the affairs of the peninsular State as its governor. How often when speaking of his experience while holding these offices, so exalted and honorable, has he been known to advert to the training of the town meeting, and to the lessons taught him while connected with our town affairs; and to declare but for that experience he never would have succeeded when his fellow citizens of Michigan bestowed upon him such high official honors.

"As president of the Bristol County Mutual Fire, and secretary of the Bedford Commercial Insurance Companies, he gave to those institutions that integrity of purpose, those prudent and sagacious counsels, and that luminousness of method that characterized all his transactions with and for his fellow citizens. No moment was unimproved. While connected with the town government he compiled and published between the years 1836 and 1845 five numbers of the New Bedford Directory, the first work of the kind issued among us. He also gathered a large and valuable amount of materials relating to the early history of his native town, which have been of inestimable worth in the compilation of this and other volumes. He also organized the Horticultural Society of New Bedford and was its first president.

"We have but brief space for a sketch of Mr. Crapo's business and public career after his removal to Michigan. The circumstances of his removal and of the manly struggles and sharp conflicts, which made a large part of his experience during his early residence in that State, although they form an interesting portion of his history, and, in a most remarkable manner, exemplify the sagacity and persistence so prominent in his character, cannot be detailed here. He triumphed over every obstacle, and in a few years after his removal to Michigan in 1857, he was known as one of the largest owners of woodland, and one of the most extensive and successful manufacturers of lumber in the State.

"The qualities which he exhibited in the management of his large and lucrative business, led to his introduction into public life. In 1862 he was elected mayor of Flint, his place of residence; the two following years he served as a member of the Michigan Senate; and in 1864 he was elected governor of the State, holding the office for four years. As a senator he exhibited those patriotic and statesmanlike qualities which excited the surprise and admiration of the people, and which led to his selection, with uncommon unanimity, for the highest office in their gift. The volunteers of

Michigan were grateful to the senator whose devotion to them never faltered; the people were also grateful; for he showed them the way by which they could be just to the defenders of the country, and, at the same time, bear with ease the pecuniary burthens of the conflict.

"But prominent as he was, and great as was his success as a senator, the people of Michigan would not receive him as their candidate for governor until he had, by stumping the State, showed them his face, and proved, by meeting his opponents in public discussion, his right to the high distinction.

"In no time during his life did Governor Crapo show more prominently the large resources and sterling traits of his character. He owed it to the party which had put him in nomination that there should be no failure on his part to meet the call of the people. But he went forth with an unfaltering determination, it is true, but with many misgivings; and when after a few trials he found that he had met the expectations of his political friends and had worked himself into a position of confidence in his own ability to meet the exigencies of the occasion, no man in Michigan was more surprised at the result than the candidate himself.

"The man, who but a few years before, had been obliged to retire from the platform of a political meeting in New Bedford, because, in his distrust of his own ability and his awe of the multitude, he could not utter a word, was now the favorite orator of the people, and everywhere triumphantly successful. He was elected and re-elected by large majorities; and his wise administration of the affairs of the State justified the selection that had been made by the people. The events of that administration belong to the history of the country. We can allude to one only. For many years it had been the custom for the successful candidates for governor to be applied to for pardons for all such inmates of the State Prison as had been able, in any way, to make interest with the prominent politicians of the winning party. It was considered as a matter of course that these applications should be granted; and the result had been that upon the election of a new governor many pardons were granted, and a great number of convicts let loose upon the people. Governor Crapo met the usual applications of this character with a firm and inflexible denial. The party men who aided in his elevation, and who looked upon this brokerage in pardons as a portion of the party spoils, were amazed and indignant at this exhibition of official independence. But indignation and threatening prevailed not. The vile practice was stopped; and the governor sent forth from his office, in defence of his course, and in condemnation of the former proceedings, a paper, so full of sound and statesmanlike views upon the subject, and so clearly and forcibly expressed, that it was regarded as one of the ablest upon the subject of the pardoning power ever written.

"The biographer of Governor Crapo may tell us of the heroic determination with which he bore up under the pressure of disease and performed his public duties, when to discharge them seemed to be the summons to death. The visitor to Michigan and to the former home of Governor Crapo will be shown his wide-spreading acres, and will be told of that sagacity and perseverance which converted immense tracts of swamp, prolific in nothing but wild plants and poisonous malaria, into beautiful and fertile farms. His was not a long life, but few men have accomplished so much; and while

his efforts gave him success and distinction, they at the same time were the means of wide-spread and enduring advantage to others.

"He died July 22, 1869, and the following are extracts from the daily papers published in Flint, Mich., which had always been his home since his removal from New Bedford:

"'To say that his death has cast a gloom over our entire city (Flint), very inadequately expresses the deep sorrow depicted on every countenance. He has not only won the respect but the affection of our citizens. While the State at large will mourn his death as an eminent and upright public officer, we deplore his untimely end as an energetic, influential citizen, a wise counselor, a prime mover in the prosperity of our city, and a kind neighbor, who ever stood ready to aid the unfortunate. His administration of public affairs needs no eulogy. He assumed control at a very critical period, being near the close of the war, when all State affairs were in a very unsettled condition, and when the resources of the State were being taxed to the greatest extent to meet the demands of the general government in prosecuting the war with vigor. That we emerge from the great contest with a proud record, ranking with the highest for aid and counsel rendered the government, was attributable in no small degree to the great foresight and indomitable energy displayed by our lamented ex-governor, who so well took up and carried forward the patriotic and untiring efforts of his predecessor in the gubernatorial office. The brave boys who sustained the glorious reputation of our State, during the last year of the war, learned to love and respect him for the almost parental affection shown them, and we know they will long revere his memory, and in this they will be joined by all who knew him.'

"'Even his political opponents accord to him great credit for his integrity and earnestness of purpose. A contemporary remarks that "Michigan never had a governor before who devoted as much personal attention and pains-taking labor to his public duties as did he." The same may be truthfully said in reference to every public position he has held. The same spirit controlled him in everything with which he had to do. His vast private business received his personal attention even to the smallest minutia. This, he contended, was the real secret of success; and in no branch of his business was it more strictly adhered to than in his agricultural pursuits. Agriculture was his favorite theme, and he gave it much attention and study. He owned and cultivated three large farms in this county, the most extensive of which, known as the "Gaines Farm," being located about twelve miles from this city and containing 1,200 acres. These farms are well stocked with the highest grades of imported cattle, sheep, etc., (many of which he imported himself), and are under a fine state of cultivation. He directed operations on these farms from maps which he had drawn, and when confined to his bed he required those in charge of them to report at regular intervals. From his couch he gave directions for their management, even to the minutest details. When we add to all the zeal he manifested in conducting his business enterprises, the attention which he has given to those of a public nature—his connection with railroad interests, and the vast amount of labor which the public positions he held imposed upon him—we are amazed while we admire the great mental power which he has exhibited.

"'Governor Crapo was not what critics would call a brilliant man, yet he was gifted by nature with the true elements of greatness,—a clear and comprehensive intellect, an

honest heart, of righteous determination, and vigilance in all his undertakings. Ever truthful, he knew what course to pursue; prudent, he knew where to stop; fearless, he knew when to advance. As a private citizen he was enterprising, generous, and a safe counselor; as a neighbor he was kind, and in his family affectionate. He was a member of the Christian Church. He considered the self-evidence of the Christian doctrine its most powerful recommendation to the conscience of every human being possessed of a well-balanced heart and brain; and we believe he has a place in the kingdom "not of this world." Long will the loss of the great and noble subject of this notice be felt, not alone by the people of this city and vicinity, but by the people of the State at large.' "

Mr. Crapo was married June 9, 1825, to Mary Ann Slocum, of Dartmouth. They had ten children—one son and nine daughters.

CRAPO WILLIAM W., son of Henry H. Crapo, of whom some account has just been given, was born in the town of Dartmouth, May 16, 1830. He was educated in the public schools of New Bedford during the early years of his life; prepared for college at Phillips Academy, Andover, and subsequently entered Yale College, where he graduated in 1852. Having already decided upon the legal profession as his life-work, he began the study of law in the office of Gov. John H. Clifford, at New Bedford, and also attended the Dane Law School at Cambridge. He was admitted to the bar in 1855 and at once began practice in New Bedford, where he has ever since remained. In April following his admission to the bar, he was appointed city solicitor and held the office twelve years.

In 1856 Mr. Crapo entered the political arena under the Republican banner, making his first speeches for John C. Fremont, the first candidate of the Republican party for president. In the fall of the same year he was elected to the Massachusetts House of Representatives, when he was only twenty-six years of age, and in the following year was urged to become his party's candidate for State senator, which proffered honor he declined. He rapidly advanced to a conspicuous position in the bar of the county and developed qualifications in his professional practice of a high order. With the breaking out of the civil war he entered heartily into the support of the government, and from that time to the close of the great struggle he gave freely of his time, energy and means for the welfare of the cause. At the same time all measures for the upbuilding and advancement of New Bedford in all directions found in him, as they do to the present time, an earnest and practical advocate.

The people were not disposed to let Mr. Crapo rest from public service. He was elected to the Forty-fourth Congress to fill a vacancy, and was re-elected to the Forty-fifth, Forty-sixth and Forty-seventh Congresses, declining in 1882 to longer accept the nomination. In that body he took a prominent position from the beginning. In the Forty-fifth Congress he was a member of the committee on foreign affairs, and in the Forty-sixth was a member of the committee on banking and currency. In the Forty-seventh he was made chairman of the same committee and as such gained the admiration of the business men of the country by his skillful management of the bill for extending the charters of the national banks, a measure which was successfully carried

through under his leadership and against determined opposition. In the tariff legislation through which the tax on the capital and deposits of banks and bankers was removed, Mr. Crapo's familiarity with the subject was of great service, and secured the direct application of the law to the national banks. In various other legislative procedings of importance he took a conspicuous part, and his value as a legislator was fully appreciated, not only by his constituents, but by the country at large. What is, perhaps, still more important in Mr. Crapo's political and public career, is the lofty standard of action by which he has been governed and the well known purity of his motives and deeds. It is a common expression, even among those who differ from him in their political belief, that in these respects no man in the country stands higher to-day. To this sentiment may largely be credited his prominence during the last three gubernatorial campaigns as a candidate for the highest office in the State. That he has not received the nomination is due more to his reluctance to the employment of many of the political methods of the day, than to any other cause.

Mr. Crapo's strength of intellect and capacity to deal with large affairs is shown as well in his business life as in his political career. In all positions where business sagacity, prudence and good judgment are demanded, his services have been often in request, and these qualifications, united with exceptional executive ability, have always been felt in the growth and prosperity of such undertakings. As guardian or trustee for the management of estates, his high character and business talent have brought him more of that branch of business than he could possibly assume; while in the broader fields of finance and business his peculiar endowments and his entire trustworthiness have been fully recognized for many years. He has been president of the Mechanics' National Bank of New Bedford for nearly twenty-five years. He is president of the Wamsutta Mills and is in the board of directors of the Potomska Mills and Acushnet Mills and many other industrial corporations. He has been associated in the management of several railroads, and is the president of the Flint and Pere Marquette Railroad Company. In many other minor lines he has also been active at some period of his life. In his profession he is pre-eminently a business lawyer, and is perfectly familiar with all varieties of commercial transactions in their various bearings. Quiet and unaggressive in manner, scholarly in attainments, firm and trustworthy in his friendships, he stands among the honored citizens of the commonwealth.

In the year 1882 the degree of LL. D. was conferred upon Mr. Crapo by Yale College.

On the 22d of January, 1857, Mr. Crapo was married to Sarah A. Davis Tappan, daughter of George and Serena Davis Tappan. They have two sons—Henry Howland Crapo, a graduate of Harvard University, now in the law office of Crapo, Clifford & Clifford; and Stanford Tappan Crapo, a graduate of Yale College.

HATHAWAY, SAVORY C.—The first Savory Hathaway, of whom there is any record, was born in Wareham in 1737, and was one of the pioneers of this part of the Commonwealth of Massachusetts. He had a son, whose name was also Savory, and who was born in Wareham, September 19, 1781.

The third Savory Hathaway was a son of the latter and was born in Rochester, now Marion, on March 1, 1814. In early life he learned the trade of shoemaking, and after following that occupation for some time, he came to New Bedford in 1837. Three years later he removed to Weymouth, but in 1844 returned to New Bedford, where he remained until his death. During the next five or six years he worked at his trade. In those days boots and shoes were wholly made by hand, and Mr. Hathaway stood in the front rank as a practical workman.

In the year 1850 he gave up his business and entered the employ of the Union Boot and Shoe store of this city, and during a period of more than forty years, was manager of that company. He married Margret R. Hathaway (another branch of this name), daughter of Freeman and Adra Hathaway, of Long Plain, Acushnet. They had six children, four of whom are living: Savory C., the eldest, and three daughters. He died Febrnary 2, 1892. He was a man of good judgment, strict integrity, and highly respected as a citizen.

Savory C. Hathaway, the fourth Savory, was born in New Bedford, April 8, 1838. He received his education in the public schools of this city. Having his own way to make in the world, and possessing the native ambition and self-reliance of the average New England boy, he left school at the age of sixteen and found employment for about two years in the book-bindery of Charles Taber & Co. This confining occupation did not agree with his temperament, and after two years his health failing, he determined to go to sea. Entering the merchant service he shipped from New York on the ship *Continent* in 1857. His first voyage took him to Melbourne, Callao, the island of Mauritius, and Calcutta, where the vessel loaded for New York. His second voyage was in the ship *Mary Robinson*, and he visited San Francisco, the Chincha Islands and other points, returning to Baltimore in the fall of 1860, his sea-faring life embracing about three years.

Returning to New Bedford Mr. Hathaway found the kind of employment which was thenceforth to be his life work. In December, 1860, he entered the employ of the New Bedford Boot and Shoe Manufacturing Co

In August, 1862, he joined the army of the Union by enlistment as a private in the Third Massachusetts Infantry, for nine months. He faithfully served his time, and after receiving an honorable discharge, returned to New Bedford and re-entered the employ of the shoe company, where he remained until the summer of 1865.

Having an ambition to do business on his own account, he started the manufacture of shoes in a small way in July of that year. His shop was an insignificant affair, comprising one room 14 x 20 feet, his goods being made by hand, with the exception of what could be accomplished with one sewing machine. But he remained there only six weeks when he removed to another location where a whole store was occupied, and where he was joined September 1 of the same year by Rufus A. Soule as a silent partner, the firm being S. C. Hathaway & Co. After another period as brief as that in

the first shop, a change was made to the building on the corner of Mechanics' lane and Pleasant street. In January, 1866, the firm was changed to Hathaway & Soule, the latter gentleman becoming an active partner in the business and has since continued as such. The firm remained as Hathaway & Soule until 1876, when Herbert A. Harrington, of Boston, was admitted, and the firm style was changed to Hathaway, Soule & Harrington. Mr. Harrington came into the firm with an extensive acquaintance in the trade, and the new combination soon took a prominent position in the shoe trade of this country which is maintained by them to-day as never before.

By the year 1874 the whole block at the location last mentioned was needed for the growing business, and in July of that year further extension was imperatively demanded. This led to a removal to the corner of North Second and North streets, where a new four-story brick building had been erected by them 100 x 32 feet in dimensions. A part of it was leased for a time, only to be soon taken for the rapidly increasing business of the firm. From that time to the present additions to the plant have repeatedly been made, while the working force and the output have proportionately increased. Another factory has been founded by the firm at Middleboro, Mass., which was started in 1885, and they are also joint owners in a third at Campello, Mass. From about one hundred operatives when the change was made to the present location, the number has increased to about three hundred at New Bedford, two hundred and fifty at Middleboro, and as many more at Campello, while the product has reached more than half a million pairs of shoes a year. They are one of the most successful among the many shoe manufacturers of this part of the State, and one of the most important manufacturing establishments in New Bedford, adding materially to the general prosperity of the community.

In June, 1890, the firm was merged into a stock company with a capital of $250,000, organized under the laws of Massachusetts. Mr. Hathaway was chosen president; Mr. Soule, vice-president; and Mr. Harrington, treasurer, the company taking the name of Hathaway, Soule & Harrington, Incorporated.

It is not too much to say that a large measure of the prosperity attained finally by the Hathaway, Soule & Harrington, Incorporated, is due to the tireless energy, unwearied industry and business qualifications of Mr. Hathaway. Prompt and quick to decide all matters affecting the interests of the company, readily accessible to all, a ready and generous friend, and basing his every action upon the principles of integrity and uprightness, it is not a marvel that he has succeeded, or that he is held in high esteem by all his fellow citizens.

Mr. Hathaway is one of our most public sprited citizens, Republican in politics, and a believer in the temperance wing of that party. He was chosen alderman and served during the years 1877-78 to the satisfaction of his associates. He is a member of the County Street Methodist Episcopal Church.

His sound judgment has inspired a degree of confidence that has led to his selection as a director in the First National Bank and in the Safe Deposit and Trust Co. He is still in the prime of life and may anticipate a long and successful future.

Mr. Hathaway married, December 17, 1863, Sophronia W. Bourne, daughter of Alvan E. and Mary J. Bourne, of New Bedford. They have four children, Savory C., jr. (the fifth in a direct line), Mary B., Merton L., and Alvan B.

HOWLAND, PELEG C.—Families of the name of Howland were among the very earliest settlers in eastern Massachusetts, and their descendants have always been conspicuous in the history of New Bedford. Peleg C. Howland was descended from Henry Howland, a brother of Arthur, both being members of the first family of that name to immigrate to this country not many years after the arrival of the Pilgrims. Peleg C. belonged in the eighth generation, and was born in Westport on the 29th of April, 1830, at which time his father, Stephen Howland lived in that village, and was among the most respected citizens of the place. Peleg C. received his education in the public schools of his native town, supplemented by attendance at Mr. Bartlett's well-known school in Poughkeepsie, N. Y. After leaving school he served for a short time as clerk for a firm of grocers in Westport, and entered the Merchants' Bank as clerk on the 13th of August, 1846. At that time John Avery Parker was president of the bank, and James B. Congdon, cashier. The young man undoubtedly felt that he had found his accepted life-work. He slept in the bank, and gave its interests, as far as he was then able, the same watchful care that characterized his after life. Knowledge of the rules and principles of financiering seemed to reach him almost by intuition, and he advanced rapidly. He was made teller of the bank May 30, 1851; was appointed assistant cashier January 10, 1854, and cashier January 1, 1858, to fill the vacancy caused by the resignation of James B. Congdon, who had been in the cashier's office since the organization of the bank in 1825. This position Mr. Howland held until his death, and his untiring and unselfish devotion to the interests of the institution; his marvelous ability as a financier, ranking among the foremost in the country; his tact, skill, and fidelity as a manager, were the subject of wide-spread commendation. The bank was his pride, and he was completely identified with its interests, giving little attention to the affairs of the community in other directions. Under his gifted and faithful administration the stock of the bank rose to an exceptionally high figure, and it became, and still is, a leading financial institution in this part of the State.

Mr. Howland's death occurred on October 26, 1885. The sense of appreciation in which his services were held by his associates in the Merchants' bank is fittingly expressed in the following memorial resolutions, which were adopted at a meeting held shortly after his death:

"*Resolved*, The directors of the Merchants' National Bank, of New Bedford, desire to give expression to their sense of the loss which they, and the corporation which they represent, have sustained by the death of Peleg C. Howland, whose connection with the Merchants' Bank, beginning August 13, 1846, continued after its reorganization under a federal charter, until his death on the 26th of October, 1885, a period of thirty-nine years of continuous service; and while it is more fitting that the character of our late cashier in his home and as a citizen should receive proper recognition elsewhere, of his qualities as a man of affairs and of business we may speak; and so speaking we would commemorate his unvarying courtesy of manner, his integrity, his comprehensive grasp of the largest transactions as well as the minutest details—none too minute to receive that attention which was always his best; his rare financial ability; his ripe experience and extensive knowledge of banking; his unstinting devotion to the trusts committed to his charge; his wise foresight and anxious care for the interests of the

bank, and his pride in its success—all these combine to make him what he was, and was recognized to be, a model corporation officer and cashier."

Socially Mr. Howland was a man of pleasant address, urbane courtesy, and his domestic relations all that could be desired. He married on the 3d of June, 1851, Lucy C. Congdon, daughter of James B. Congdon, who died October 8, 1867. He married second Clara E. Kempton, daughter of Horatio A. Kempton; she died August 15, 1879; and on the 16th of November, 1882, he married Elizabeth T. Kempton, sister of his second wife. He was the father of three children: Elizabeth Kempton Howland, born March 19, 1874; Horatio Kempton Howland, born October 1, 1875; and Clara Earle Howland, born January 17, 1878.

SEABURY HUMPHREY W. The subject of this sketch was born in Tiverton, R. I., June 28, 1817, and died at his home on County street, New Bedford, on his birthday June 28, 1891. He was the son of Capt. William and Rhoda Woodman Seabury, who lived for several years in Tiverton, then for a time in Little Compton, and finally in 1833 made their permanent residence in New Bedford. Like many New England youths he possessed a natural love for the sea, which was stimulated by the scenes about the busy wharves then representing the enterprise of the city. It was at this period that young Seabury was inspired with an intense desire to command a ship, an ambition that was finally attained, with honor to himself and profit to the owners of the vessel he commanded. It is a remarkable fact that of the five whaling voyages he made, four of them were in the ship *Coral*, Gideon Allen, agent.

Mr. Seabury's first experience as a sailor was on a coasting vessel to New York. This, in 1834, was followed by a voyage to Holland as a foremast hand on the bark *Hope*, commanded by his father. This trip proved to be a favorable opening for the young sailor, and his varied experiences an instructive school that fitted him for his long and successful career on the ocean.

His first whaling voyage was in the ship *Corinthian*, commanded by Capt. Leonard Crowell. They sailed from New Bedford December 8, 1835, and arrived home February 19, 1839. On this voyage Mr. Seabury advanced upward toward his cherished goal, and was promoted from the position of boat steerer to that of third mate.

His second voyage was as first officer of the ship *Coral*, Capt. James H. Sherman. They sailed June 16, 1839, and arrived home June 11, 1842. The *Coral* cruised on the coast of Peru and off the Galapagos Islands, and made good returns to the owners. They sighted whales eighty-nine times during the voyage and captured one or more in fifty-eight instances. The whole number taken was 102. It was a most remarkable catch, surpassed in but few cases in the history of the whale fishery. A thrilling incident occurred during this voyage that well illustrates the dangers to which whalemen were exposed. June 15, 1841, the *Coral's* boats were out after a 100 barrel sperm whale, just south of the Galapagos Islands. He proved to be what the sailors term a " bad whale," one that fights with his jaws. He turned upon the boats and literally chewed two of them in pieces. One of the sailors was drowned, and another, named Jethro S. Studley, was saved from a similar fate by the plucky action of Mr. Seabury, who, diving for him as he sank in the depths of the sea, brought him to the

surface by the hair of his head. Mr. Seabury said this was the only "jaw fighter" that he encountered in his experience which included the taking of 12,000 barrels of sperm oil. On the third voyage, at twenty-five years of age, Mr. Seabury attained the ambition of his youth, and on November 16, 1842, he sailed as Captain of the *Coral*. Thirty-nine sperm and ten right whales were captured on this voyage, and he returned home March 9, 1846.

The fourth voyage was pursued in the Pacific Ocean and the *Coral* returned home June 11, 1850, with a cargo of 3,350 barrels of sperm oil. The price current on arrival was $1.19 per gallon, and the value of the entire catch was $125,000.

The fifth and last whaling voyage was made in the *Coral*, during which 100 whales were captured that brought splendid results to the owners and crew. Captain Seabury retired from sea service at the period when the whale fishery had attained its most profitable and successful prosecution.

In 1852, he, with his brother, Otis Seabury, engaged in the business of fitting whale ships. This enterprise they pursued till 1872 when Captain Seabury retired.

These years were full of activity and many journeys were made to foreign countries. Among them were two merchant voyages, one to the Sandwich Islands in 1853 and the other to Pernambuco and Rio Janeiro in 1856, a visit to Paris in 1858, and Havana in 1870. In 1871 his business called him to Chili, and in a letter to his family he gave a description of an earthquake that occurred while he was there.

In 1872 he retired permanently from active participation in business, though to the date of his death he found agreeable employment in the affairs of the city and its institutions.

He served the city as alderman, councilman, and as member of the school committee, and in all these positions he rendered service with honor to himself and with substantial benefit to the city.

The New Bedford *Mercury* in an editorial notice of his decease said: "That he was a faithful and conscientious public servant, positive in his opinions, and plain in his expressions of them. His honesty was of the rugged and uncompromising type, as sterling in matters of principle as in those which involved money. He was an ardent and active Republican, holding to the extreme temperance wing of that party, and as such for many years conspicuous in the primary meetings where he led many a fight with the so-called liberal faction. He was a good citizen, whose influence and example were always exerted fearlessly in the way he believed to be right."

Captain Seabury was interested in many of the business enterprises that have substantially added to the growth and prosperity of the city. He was a director in the First National Bank, and at his death its officers passed resolutions that extolled his integrity and his faithfulness to duty. He was a member of the Indian Association from the beginning of its organization, and it also honored his memory with a testimonial showing appreciation of his services.

Captain Seabury was associated with the Friends' Society, a constant attendant upon its meetings and a generous supporter of its interests, a member of the Board of Managers of the Port Society, and an associate member of the Young Men's Christian Association.

In all the stations of life he enjoyed the confidence and sincere respect of all. His charities were of a quiet nature, yet few men more thoroughly considered the needs of the poor, or more constantly studied the welfare and convenience of his fellow men.

Captain Seabury was first married October 14, 1850, to Mary B. Wilcox, who died about a year from that time; and on August 12, 1855, was married to Susan M. Gifford, who survives him with two daughters.

FOR nearly two hundred years we find the name of Taber connected with the growth and prosperity of that section of country of which New Bedford now forms a prominent part. Benjamin Taber 3d was born February 2, 1766. He married Rhobe, a daughter of Thomas Akin. They had eight children, one of whom was Henry, who was born March 29, 1795. His mother died when he was but six years old. Remaining in the home circle for awhile, in the house now standing on the north side of Union steet, near Front, he was afterward placed under the kind and watchful care of his aunt, Lurany Wood, wife of Capt. John Wood. They lived in the house now standing at the head of Apponagansett River. Not far from the house was built the ship *George and Susan*, receiving the name from her owner and builder, George Howland and wife. In this ship Henry Taber started on his first voyage at the age of fourteen, sailing from Richmond, Va., for Liverpool, under the charge of Capt. John Wood. His next voyage was to Port Glasgow in the same ship. His next to Hamburg in the same ship as second mate. His third voyage was in the brig *Nancy* as mate with Capt. Henry Packard from New York to Dublin. Upon his return home he went with Capt. John Wood as mate of a packet running between New York and New Bedford. He soon took command, and during the next fifteen years of his subsequent life we find him pursuing the same business as master and part owner of several vessels. In December, 1819, he married Nabby Gordon, daughter of William Gordon, of New Bedford. Their children were William Gordon, Abby (who afterward married John Hunt), and Robert. Nabby Taber died in November, 1831. In December, 1832, Henry Taber married Sally Gordon, a sister of his first wife. They had one child, Henry Arnold, who died in October, 1866, leaving a widow (daughter of Jireh Swift, jr.), and a daughter. Sally Taber died January 7, 1885. Thus had they lived together over fifty years. Their life was truly golden. In 1832 Captain Taber went into business in New Bedford as a ship chandler and grocer with Capt. David Sherman, of New Bedford, under the firm name of Taber & Sherman. Subsequently Captain Sherman removed from New Bedford. Captain Taber continued the business, and kept the line of packets running to New York.

As New Bedford was growing much, and trade of all kinds on the increase, he established a line of packets to run between New Bedford and Boston. In a few years he formed a partnership with his son William G., and son-in-law, John Hunt, under the firm name of Henry Taber & Co. The whaling interest at this time was assuming large proportions and business on all sides prospering. To meet the demands of the public the line of packets between New Bedford and New York was increased by the building and purchase of other and larger vessels, while many additions were made to

the line running between Boston and New Bedford. The whaling business soon found Captain Taber much interested, and in his zeal to promote the interest of his home he commenced the building of schooners for the freighting business and ships for the whaling service, under his own supervision. Their reputation never suffered in any comparison with the many others constructed in those busy years. His increasing years always seemed to increase his interest in whatever would secure to the town the most lasting good. To this end but few, if any, of the varied manufacturing interests were begun but found in him a willing helper, so that in time he was found interested in most of them.

In 1866 Captain Taber retired from the firm of Henry Taber & Co., and the firm was changed to Taber, Gordon & Co. His early life and subsequent findings led him rather to seek retirement than office of any kind, political or otherwise. He was a member of the Massachusetts Legislature from 1838 to 1844 with the exception of two years. He was president of the Mutual Marine Insurance Co., and director in the National Bank of Commerce for many years. For a long time he had been one of New Bedford's representative men, industrious, conservative and cautious, showing much financial ability in the varied enterprises with which he was connected. His success has been fully deserved, and his strict integrity and sterling worth has given him many staunch friends. For the past few years he has taken much pleasure in receiving his friends on the anniversary of his birthday, and from the number who have called we may judge the gratification has been mutual. Perhaps no more fitting close to this record can be written than by giving one of the many messages which came to him on his last birthday:

"On the 29th of March, 1795, a little voyager in a tiny bark was launched on the ocean of life, much to the delight of parents and friends, and called Henry. It proceeded on its course, subject to winds (for which annis or peppermint tea was considered a sovereign remedy), billows of unrest and frequent squalls, but proving seaworthy and always headed in the right direction, it soon exchanged its small for a larger craft, and became in due time Capt. Henry Taber, by which cognomen he is known to the present day. He has made a long and successful voyage, and now at the age of 96 years, in a quiet harbor he is 'riding at anchor,' beyond the reach of winds and waves, in a larger and more commodious vessel of which he is and always will be captain. Although he does not tread the quarter-deck with quite the same firmness and alacrity that he once did, he can give his orders with the same promptness, and his crew delight to obey them. Now he is only waiting the proper time for disembarking, which appearances and the hopes and wishes of friends indicate will not be till he becomes a centenarian. That I shall not be here to say 'good night' when he lies down to his last untroubled sleep, I am sure, but perhaps I may be permitted with other dear friends from that land where there is no more sea, to bid him 'good morning' as his eyes open on the bright unending day where till then, and then forever, I shall be his grateful and constant friend."

KELLEY, CHARLES SAMPSON, was born in New Bedford, August 2, 1846, in the house northeast corner of Acushnet avenue and Griffin streets. His father was Henry C. Kelley, son of William and Abigail C. Kelley. William Kelley came from Haverhill, Mass.; his wife was a native of New Bedford. William Kelley's ancestors settled in this country in the 17th century and came from England. The mother of Charles S., Ann Howland, was the daughter of Joseph Howland Allen and Sarah Howland Allen, both Quakers and both natives of New Bedford. She was descended from one of three brothers Allen, who came to this country from England about the year 1630, and a direct descendant of Henry Howland, also a Quaker, who came from England in 1625 and settled in Duxbury, Mass. Ann H. Kelley died December 7, 1889, aged sixty-eight years, eight months.

The father of Charles S. was for several years one of the leading dry goods merchants in New Bedford and a man of excellent repute in the community. He was vice-president of the New Bedford Protecting Society, and died November 9, 1862, from injuries received at a fire on the morning of October 24, 1862, while in the discharge of his duty as a member of that organization, which he had joined in 1843. His age was forty-seven years.

At the age of sixteen years Charles S. Kelley was, by force of circumstances, thrown upon his own resources for his livelihood and aid in the support of his widowed mother. Leaving the public schools before he had fully completed his education, he attacked the situation with that remarkable energy, ability and self-reliance which have characterized his entire subsequent career. Beginning in humble positions in the stores of New Bedford, he continued for about two years, serving his employers faithfully and studying the rudiments of business for his own later benefit. In April, 1864, he entered the banking office of Edward L. Baker. In May, 1865, Mr. Baker sold out his business to Samuel P. Burt, with whom Mr. Kelley continued as clerk and bookkeeper for ten years, during which period he had made himself familiar with the governing principles and laws of banking, and stored up a valuable fund of information upon business in general. He had, moreover, by his industry, economy, and filial loyalty, won the unqualified respect and confidence of every one who knew him.

Mr. Kelley was married on June 8, 1871, to Miss Sarah Anthony, daughter of Edmund Anthony, the founder of the New Bedford *Standard.* She was born in Taunton, May 22, 1845. They have three children, two daughters and one son ; Sarah Elizabeth, Caroline S. and Charles S., jr.

April 23, 1875, Mr. Kelley became a member of the firm of S. P. Burt & Co., then being formed (Samuel P. Burt, Gardner T. Sanford and himself comprising the firm), in the banking and brokerage business which had been previously conducted by Mr. Burt alone. In the new organization Mr. Burt gave most of his attention to the western interest of the firm, in mining, manufacturing and other outside operations, while the two younger members cared for the New Bedford headquarters. The business was thoroughly successful and continued so ; the firm was changed June 2, 1884, by the death of Mr. Burt, and Messrs. Sanford and Kelley then assumed the entire business. Since that date the firm has steadily grown in popularity and the confidence of the community, while its success has been far greater than that of any similar house

in this part of the State. In looking after the large business of the firm in mortgages, manufacturing, railroad and mining investments in the West, North and South, strengthening old connections and forming new ones, extensive traveling from time to time on the part of each member of the firm has been necessary. Mr. Kelley has traveled nearly 200,000 miles during the past six years, forming the acquaintance of many of the most prominent and successful business men in the United States. From time to time he has written many interesting accounts of these trips, filling many columns of the New Bedford *Evening Standard.*

In the course of his travels he has ascended Pike's Peak, 14,150 feet in height on horseback; descended a mining shaft into the bowels of the earth 1,000 feet, and, in a wagon drawn by four horses, ridden about 200 miles over the hot sands of the American Desert in New Mexico.

He edited the manual of sixty-five pages entitled "New Bedford," giving interesting statistics relating to its history and industries, which was published in 1891 by his firm and which was widely circulated.

Mr. Sanford and Mr. Kelley, as clerks and partners, have been associated in business for twenty-eight years.

Mr. Kelley's intensely active temperament has carried him into business connections outside of his own firm. He has been from its first organization a director, and is now vice-president of the Doliber-Goodale Co., of Boston, manufacturers of the popular and widely-sold Mellin's Food, one of the most successful corporations in the United States. He has held office in other successful corporations. He is vice-president of the New Bedford Board of Trade, and has on several occasions felt impelled to decline official connection with other local institutions. In these positions he has always made his individuality felt in the right direction.

In institutions and organizations outside of business channels, Mr. Kelley has also found fields of active labor for the public good; and it is generally acknowledged that no other man in New Bedford has accomplished so much during the past ten years, and given time and energy so freely and unselfishly to local beneficent objects as he. The Board of Trade owes it present life and activity largely to his energetic efforts. Five years ago it was considered as in a state of stupor from which it could not be resuscitated, and a meeting was called to dissolve it, but he, with another member, at the meeting objected to such a course, declaring it would be a cruel blow at the city's business and a disgrace. They suggested the reduction of the annual dues, an increase of membership and reorganization. The two gentlemen were made a committee to carry out the suggestions, and in less than two weeks they reported an increase in members from sixty-four to nearly 250. The dues were reduced and reorganization followed. Later, on the suggestion of Mr. Kelley, the organization was incorporated under Massachusetts laws, he taking an active part in it.

In 1887, the first Industrial Exhibition of New Bedford's manufactured products was held followed by another in 1888. In both exhibitions machinery was in motion turning out productions; they were highly successful, financially and otherwise, being largely patronized, and exerting a powerful influence over the people in favor of home investments. The success of these fairs, it is admitted on all sides, was largely due to

Mr. Kelley's active and fertile brain. He was chairman of several of its committees and treasurer of its funds. Since the reorganization of the Board of Trade $6,500,000 have been invested in home industries, the population increased about 10,000 and it is of great value to the city in many ways.

It was largely through Mr. Kelley's influence, also, that the elaborate and useful book of about 350 pages, illustrated, was issued in 1889, he serving as treasurer of the committee having the project in charge, and in other ways was a valuable member of it. In 1888 he declined a unanimously tendered nomination of the presidency of the Board of Trade.

So with the Wamsutta Club, now a popular and numerous organization, embracing in its membership many of the leading business men of the city. A few years ago it was leading an uncomfortable life in upper rooms, when Mr. Kelley believed that a change for the better was possible. In the face of considerable opposition by many of his associates, he finally secured the signatures of nearly the entire membership to a paper favoring the plan of purchasing a club-house. Then came the question of how to pay for such a luxury, and it seemed to many members the one great obstacle in the way of carrying out the proposed radical change, but Mr. Kelley, not to be baffled, placed wholly among members an issue of five per cent. mortgage bonds upon the property, thus securing for the club the beautiful property on the corner of County and Union streets. He was treasurer and an active member of the building committee. In 1891, in recognition of his services in this connection, he was voted, unanimously, the thanks of the club and elected an honorary member—the first and only member holding that distinction.

Mr. Kelley is also a member of the Dartmouth Club, of this city, and of the Algonquin Club, of Boston.

To Mr. Kelley, through his influence and energy, is largely due the erection of the elegant and recently completed Young Men's Christian Association Building, in the heart of the city, costing with the land and furnishings nearly $70,000. He was chairman of the construction committee and treasurer of the building committee, and with the general secretary of the association secured nearly all the names to the subscription paper pledging funds in aid thereof. He was also a liberal contributor. At the laying of the corner-stone, October 6, 1890, he was presented by Governor Brackett in behalf of the association in appreciation, of his services, the solid silver trowel with which the governor had just laid the stone. Mr. Kelley was one of the original members of the Y. M. C. A., organized April 30, 1867, of which the present association is an outgrowth. He was its first treasurer, holding the office for thirteen years, until he resigned. He has always kept up his interest in the association.

Mr. Kelley is president of the New Bedford Protecting Society, which is composed of seventy-five leading men of the city. He organized, in 1890, the Veteran Firemen's Association, and was its first president, and takes a deep and active interest in both.

In politics he is a Republican, and has done much work for that party, but has firmly declined to accept tendered political preferment, believing that his business and other engagements should have his whole attention.

Mr. Kelly's residence is in the center of the city, at the southwest corner of Union and Seventh streets. He passes the summer months at his country home, Maple Crest, North Dartmouth, Mass.

TRIPP, THOMAS B.—A leading real estate owner and dealer, was born in New Bedford, on the spot where he now lives, August 19, 1838. His father was James A. Tripp, a native of New Bedford, a respectable citizen of the town, and in his later years also a real estate dealer. His mother was Eliza Mosher, of New Bedford. He had all the advantages of the excellent schools of the place, which he attended steadily and graduated from the High School in 1858, just before reaching his majority.

Mr. Tripp had then determined to follow a mercantile career, and to that end engaged in the grocery business, which he continued with gratifying success down to the year 1870; but the death of his father, and the prospective growth of New Bedford which Mr. Tripp was able to discern, turned his attention to real estate operations, in which he has ever since been largely engaged. No man in the city, probably, has in the past twenty years laid out and sold in house lots a larger area of land than he, the quantity reaching more than 100 acres. His investments have been made with good judgment, while his ability to place lots in the market on the most reasonable terms, and on long time, has resulted in the purchase and ownership of homes by hundreds of people of limited means. The growth of the residence part of the city has largely advanced by such sales, and many now find themselves owners, or part owners, of comfortable places in which to live, who otherwise would have saved nothing, and no one of these has ever been oppressed in the slightest degree by Mr. Tripp.

Mr. Tripp is a Republican in politics, but of sufficient independence to ignore party lines whenever his judgment tells him that the good of the community demands it. He was elected to the Common Council in 1864, serving one year. In 1872 he was elected to the State Legislature, where his record is one of integrity and singleness of purpose for the interests of his constituents. He declined further nomination, but was elected and served in the Board of Aldermen in 1873. In 1891 his practical experience, sound judgment, and knowledge of property, led to his appointment in the Board of Public Works, an office which he still holds.

Mr. Tripp enjoys to the utmost the confidence and respect of the community. He is among the directors of the First National Bank; a director in the Howland Mills; a member of the New Bedford Board of Trade, and other organizations.

In 1888 Mr. Tripp was united in marriage to Emma J. Ashley, daughter of Rodolphus Ashley, of New Bedford. They have one daughter.

BOURNE, JONATHAN, son of Jonathan and Hannah Tobey Bourne, was born in that part of Sandwich called Monument (a village now part of the town of Bourne named in his honor), March 25, 1811, and was the tenth of a family of eleven children. His father, whose name he bore, and whose characteristics he inherited, a man of high instincts, inflexible will, of strong good sense and of sterling integrity, was a farmer, who trained his boys to habits of industry and taught them lessons of self-reliancee.

At the age of seventeen Mr. Bourne came to New Bedford and his early attempts at self-support were in the grocery business, where he was successful, both as clerk and as sole proprietor. In 1838 he relinquished this business, as his invesments in whale ships had become so considerable as to demand his entire attention.

In 1848 he removed to the counting-rooms on Merrill's wharf, which he occupied continuously for over forty years and up to his decease. One of the most successful of our whaling merchants, he was at one time the owner of probably more whaling tontage than any other man in this country, if not in the world. Early in the civil war, while other owners, disheartened at the prospects of the fishery, were selling their vessels to the government to be sunk, stone-laden, at the mouth of Charleston Harbor, he added five ships to his fleet, retaining the entire ownership of three; prosecuting the business with redoubled vigor and with results proving his sagacity. As the business declined he gradually disposed of his ships and at the time of his death was the managing owner of but one, the *Alaska*.

A Whig, so long as the Whig party existed, and then a Republican all his life, he took a warm interest in politics, and at times was a zealous and active worker. For five consecutive terms he was elected an alderman, beginning his service under the first mayor in 1847. Afterwards he was elected by the Legislature for five terms of two years each, a State director in the Western, now Boston and Albany Railroad. During three years of Governor Robinson's incumbency of the governorship and two years of that of Governor Ames, he represented the fifth district in the Governor's Council. Five times he was chosen a delegate to the National Republican Convention, and in 1860 was the first of the Massachusetts delegation to change his vote from Seward to Lincoln. He thoroughly enjoyed the excitement of politics and loved to exercise the power which wealth and position gave to him; but it can be fairly said, that he wrought more for the success of his party, than to subserve any selfish purpose. No one ever had occasion to question the honesty or integrity of his political convictions.

Upon the death of Hon. John Avery Parker in 1853, Mr. Bourne was chosen to fill his place as director in the Merchants' National Bank, and upon the death of Charles B. Tucker, in 1876, he became its president. He filled both offices until his death. He was president of the Bourne Mills in Fall River, in which he was the largest stockholder, and where, at the time of his death, the plan of giving the operatives a share of the profits had just gone into effect. He also was director in a large number of other corporations in Fall River and elsewhere. In this city he was a director in the Acushnet Mills, New Bedford Gas Light Company, Union Street Railway Company, Hathaway Mills, and the New Bedford, Martha's Vineyard and Nantucket Steam Boat Company.

As an evidence of the esteem felt for Mr. Bourne by his business associates, the following notice of the action upon his death by Fall River manufacturers is copied from the Boston *Traveler:*

"At a meeting of the directors of the Bourne Mills, Union Cotton Manufacturing Company, Border City Manufacturing Company, Sagamore Manufacturing Company, Chace Mills and Crystal Springs Bleaching Company, held at the Board of Trade rooms

at Fall River on the morning of August 9th, 1889, the day after the decease of Jonathan Bourne, Hon. John S. Brayton was chosen president and George A. Chace secretary, and the following resolutions were presented and adopted :

"IN MEMORIAM.

"The death of the Hon. Jonathan Bourne, our former associate director, which took place at his residence in New Bedford, on Wednesday, the 7th of August, instant, has been announced. Within a comparatively recent period, when at his age of life, and in his affluent circumstances, most men would not have sought an entirely new line of investment, Mr. Bourne became a stockholder in several mills of this city. His financial aid came at a time when it was greatly needed, and gave an impetus to the manufactures here. He saw, with his business forecast, the possibilities of the cotton industries, and from time to time increased his holdings of stock until his interest in our mills exceeded that of any other non-resident shareholder. He was a director in six corporations, to one of which was given his name, and of which he was president. Mr. Bourne was a man of sound judgment, and wide and varied experience and of sterling integrity. The boards of directors of which he was a member received the benefit of his council, which was freely given and appreciated by his surviving associates, who now order, as a token of their respect to his memory, that this minute be entered upon the records of their respective organizations."

Mr. Bourne assumed no position to the requirements of which he did not prove himself equal, and to no other position did he aspire. He was emphatically a masterful man, and his uniform success in business pursuits, which was exceptional, was due to his tireless energy, his remarkable personal attention to details, his promptness in meeting every financial obligation, his courage tempered with caution, and a sense of honor in all mercantile transactions scrupulous and exact. Throughout his long and useful life he possessed, to an eminent degree, those characteristics which make the possessor a natural leader of men. He was one who loved to do things in his own way, but once convinced of the worthiness of an object or cause, he gave liberally, and one of his kindest acts was to provide the children of the New Bedford City Mission with the means for an annual holiday.

In December, 1834, Mr. Bourne was married to Emily Summers Howland, daughter of John and Mercy Nye Howland, of Fairhaven. Of seven children five survived him, Emily H. Bourne, Anna G. (Mrs. Thomas G. Hunt), Hannah T. (Mrs. W. A. Abbe), Elizabeth L. (Mrs. Henry Pearce), and Jonathan Bourne, jr. Up to the date of his last illness, Mr. Bourne retained the vigor and activities that distinguished him through life, and his keen interest in politics, as well as his grasp of business affairs, never relaxed until his death on August 7, 1889.

ARNOLD, JAMES, was the son of Thomas Arnold, of Providence, R. I., a prominent member of the Society of Friends. By his birthright he, too, was a member of that religious denomination, and whatever may be thought of the peculiarities of this religious body, one fact is beyond controversy, that, in proportion to its numbers, no sect of Christians has blessed the world with a larger proportion of noble men and

women who have exemplified in their lives that personal purity and devotedness to the welfare of humanity, which are the foundations of the gospel of peace and good will.

In early life Mr. Arnold gave a direction to an intellect subtle and vigorous beyond the average of his fellowmen, by a careful perusal and study of the classical literature of our language. None but those who were favored with his intimacy in the most vigorous period of his life can be aware of the extent and richness of his knowledge of our best authors, and of the keen and exhaustive appreciation of their powers and beauties with which he was endowed. During his long and active life, Mr. Arnold felt and enjoyed the advantages of this extensive acquaintance with the best portion of English literature, and of this richness and fullness all were made partakers who were favored with his intimate acquaintance.

As a merchant Mr. Arnold held a place prominent and honorable. He was among the last of that successful and highminded race of men who, in the last quarter of the present century were the merchant princes of New Bedford. He took his place while yet a young man, as the son-in-law of William Rotch, jr., and as his partner in business, among those who were known throughout the mercantile world as enlightened and successful men of business; and while the success of his devotion, skill and enterprise demonstrated his right to share with them their elevated position, no act of his ever sullied the purity of the reputation they had won.

Mr. Arnold was but little in public life. In the days when the good old plan of town meetings allowed men to be somewhat active in our town affairs, he gave a fair portion of his time to our municipal business. For a short period he was a member of the Governor's Council while the governor's chair was occupied by George N. Briggs. He filled the office of councilor with much credit and usefulness. The good governor said that at no period during his long term of office did he have more efficient assistance from any member of his council than from Mr. Arnold. His was a well-trained, well-disciplined and a well-informed mind, fitted for usefulness in any direction to which its energies were given.

No man understood better than he the obligations which rested upon him, as one who had been blessed by a bountiful Providence with ample means for the alleviation of human suffering and want.

He was a strong man—strong in means and strong in the ability to judge as to the most efficient manner of dispensing his bounties. "The cause which he knew not he searched out." Never, from his princely abode on County street, did the stream of benevolence cease to flow. The exercise of the charities of which that was the fountain was one of the institutions of the city. Steadily, clearly, widely, always full and always overflowing, year after year the stream flowed on, diffusing throughout our city its healing, refreshing and encouraging influence. One of the special objects of his philanthropy to which he felt himself called, was to befriend and aid the colored race. Few, if any, of this class were ever turned away unhelped. Aid has gone from his house to help many a fugitive slave on to liberty. During the days of the anti-slavery agitation and struggle he was a regular and large contributor to the funds of the anti-slavery societies.

Mr. Arnold died December 2, 1868, at the age of eighty-seven years Among other generous bequests in his will, he left in trust "the sum of $100,000 for the benefit of the poor and needy in New Bedford who may be deserving."

WILSON, GEORGE, was born in Windham, N. H., October 1, 1813, where he spent his boyhood until he was fourteen years of age. His education was such as the common schools of his native town afforded, limited to ordinary rudimental instruction. Ambitious to earn his own living, he left his paternal home, with their knowledge but without the consent of his parents. It was in 1827 that he entered one of the Merrimac mills at Lowell, as bobbin-boy, where he was employed for two years. He then apprenticed himself for three years to learn to manufacture cotton goods, receiving forty-two cents per day the first year, fifty cents the second and fifty-eight cents the third, on which money he paid his board and clothed himself. He was obliged to work thirteen hours a day for this meager sum, but he bravely continued to the end of his apprenticeship. At the close he left Lowell mainly to get away from undesirable acquaintances and hoping to secure better opportunities for employment. For some time Mr. Wilson was unsuccessful, though he used his best endeavors and gladly accepted every opportunity to earn an honest dollar. In his wanderings he came to New Bedford and found employment for a few months with Timothy Drew. It was at this time that he had the good fortune to make the acquaintance of Mr. John Howland jr., who thought Wilson a suitable man to work for him and live with his mother, Reliance, widow of John Howland; a bargain was made and young Wilson entered upon his new employ and found it very pleasant, so much so that he soon gave up all thought of looking for work in a cotton factory. It was a home to him and the influence of that good old Quaker lady did much to form his character and to fit him for the many eminent positions he was called to fill later in life. For four years he continued in the employ of Mr. Howland, and while he did faithful and satisfactory work for his employer in the regular service, he was enabled by working overtime and by studious economy, to save his entire monthly wages. It was through this diligent use of his time that he obtained his little capital that was to be the foundation of his business life. In 1836 he purchased his first horse and truck, and commenced the teaming business, which he successfully carried on for thirty years. In 1850 he entered into partnership with the late Hon. John H. Perry, under the firm name of John H. Perry & Co., and for seventeen years carried on the coal, paint and teaming business at the corner of Walnut and South Water streets, in which enterprise the firm was very successful.

Mr. Wilson was identified with many of the business enterprises of the city. He was president, director and superintendent of the New Bedford Tanning Company for four years, president and treasurer of the Gosnold Mills, director of Mt. Washington Glass Company, of the New Bedford Street Railway Company, and the Fall River Railroad Company. He was for three years a partner with Dennison Brothers, grain and flour dealers.

Mr. Wilson was for many years a member of tha New Bedford Fire Department, and has held every office from torch-boy to chief engineer, except that of clerk.

He was a member of the Common Council, of the Board of Alderman, and finished his public service to the city by a four years' term as mayor. In all these positions Mr. Wilson brought that energy, faithfulness and honesty that characterized his business career, and his administration as mayor was noted for its economical and business-like methods.

Mr. Wilson was a self-made man, and through his persistent effort and a willingness to work at any honorable employment, has risen, step by step, until he has acquired an ample competency and has occupied the highest positions in the gift of his fellow citizens.

BORDEN, ALANSON, was born in the town of Tiverton, R. I., near to the Massachusetts line (now in the latter state), on the 7th of January, 1823. His father was Isaac Borden, who was a farmer, as was also his grandfather and earlier ancestors, all being of English descent. His mother was Abby Borden, a member of a different family and not related. When the boy was nine years old his father and grandfather removed with the family, to Venice, Cayuga County, N. Y., where they lived many years, the father and mother, however, finally returned to Massachusetts, and both died in New Bedford. Down to the time of the removal of the family to New York State, Alanson attended the school near his home, and after the removal he attended the district schools until he was seventeen years old, when he entered the academy at Groton, N. Y. A few months later he changed to the Aurora (Cayuga county) Academy, which he attended about two years. It had been his cherished intention to go through college, and during a period of teaching after leaving the Aurora Academy, he began preparation for his college course; but a combination of circumstances rendered it impracticable for him to carry out his plans, and his further educational advantages were restricted to one year in an academy at Ithaca, N. Y., which he left with an excellent academic education, which was much enhanced by subsequent private study. Following his term at the last named academy he taught in district and private schools, closing this kind of labor with one year in Fall River, Mass.

In 1846 Mr. Borden went to live in New Bedford, resolved to enter the legal profession. He began his studies in the office of Elliot & Kasson and remained there two and one-half years, when he was admitted to the bar and at once opened an office. He has ever since practiced here, though very much of his time and talent has been given to the duties of public office. In this respect Judge Borden has been highly honored by his fellow citizens. He was appointed Special Justice of the Police Court in 1856, and resigned the office in 1859; then he was elected to the State Legislature, serving in that body two years, with the approval of his constituents. Following this he accepted the office of trial justice for juvenile offenders, which was established in New Bedford by special statute. In 1864 he was appointed judge of the City Police Court and held the office until 1874, when all the police courts of the county were abolished and the county was divided into three districts with a judge for each. Judge Borden received the appointment for the Third District, embracing the city of New Bedford, and the towns of Dartmouth, Westport, Fairhaven, Acushnet and Freetown, and still holds the office. In the fall of 1864 he became the law partner of the late Judge Robert C. Pit-

man, and this connection continued for several years, and until the appointment of Judge Pitman to the Bench of the Superior Court. In his various legislative and judicial positions, Judge Borden has fully demonstrated his peculiar fitness for his duties. This is particularly true of the latter named offices, in which his natural temperament, clear instinct into the judicial features of any case before him, and his calm and generally correct judgment have enabled him to discharge their duties to the eminent satisfaction of the community. In 1876 Judge Borden was honored with an election to the mayoralty of the city and gave his constituents an excellent administration. He has been a member of the School Board for many years and was its chairman three years. While Judge Borden's legal practice has been of a general character, he has given most of his attention, outside of his official life, to office practice. The confidence reposed in him has led to his frequent appointment as administrator of estates, as trustee of private property, and executor of wills, in which capacities he has exercised prudent management and followed the high ideal of integrity which has governed his life. No views of Judge Borden's active career would be at all complete which did not allude to the fact that he has always been prominently connected with the temperance cause, and both by words and deeds has rendered that cause most efficient service.

Judge Borden was married first January 27, 1852, to Mary C. Topham, of New Bedford. She died August 22, 1876, and he married second, Mary Kent, daughter of George Kent, of Washington. She died January 9, 1885, and he married on the 16th of January, 1886, Anna R. Comerford of New Bedford. His children are a son and a daughter by his first wife. The son is William A. Borden, who is now in charge of the library of the Young Men's Institute in New Haven, Conn. The daughter, Laura E., married Charles H. Lobdell, of New Bedford.

BENJAMIN, ISAAC W.—The subject of this sketch was born in New Bedford, October 24, 1833, and died March 23, 1891. His father, Isaac Benjamin, was born in Liverpool, Me., April 6, 1808, and died in New Bedford April 21, 1889. Lucy S. Benjamin, whose maiden name was Eldredge, was born in Yarmouth, Mass., December 2, 1806, and is still living (1892). They were married February 5, 1832, and moved to New Bedford. They had six children, of which Isaac W. was the second born. He was educated in the public schools, and graduated from the New Bedford High School in the class of 1848.

He entered with ambitious zeal into business life, and after successive service in minor positions, he entered in 1862 into the employ of the New Bedford Cordage Company. Here Mr. Benjamin developed traits of energy, correctness and tact, that found ready appreciation from his employers. His qualifications were recognized by occasional advancement to positions of responsibility and trust. On the decease of Mr. Leander A. Plummer, the treasurer of the corporation, Mr. Benjamin was chosen his successor in office, which position he occupied and filled acceptably to the time of his last sickness.

Mr. Benjamin occupied other prominent positions in business circles, and through his sterling qualifications obtained and held the full confidence of his fellow citizens. He was treasurer of the Rotch Wharf Company, trustee of the Institution of Savings, and was also president of the New Bedford Co-operative Bank.

In politics he was a Republican, and always took a deep interest in national and municipal affairs. He served the city as an alderman in 1879; in the city council in 1869 and 1874, and was one of the Board of Commissioners of Sinking Fund. It was, however, in his twenty years of service as a member of the school committee, that Mr. Benjamin did the more effectual work for his native town. His interest in the public schools was characterized for steady devotion and genuine enthusiasm, which he imparted to the teachers and scholars with whom he associated. Nor was it confined to those alone, but its influence was felt among his associates in office. The series of resolutions that were passed by the school committee in session a few days after his decease, reveals the esteem and respect in which he was held.

"The school committee of New Bedford deploring the loss it has suffered in the death of Isaac W. Benjamin, one of the oldest members, places on record this last formal expression of its appreciation of his worth and of regard for his memory. Mr. Benjamin was pre-eminently a faithful servant of the people, who had chosen him to have oversight of their common schools. The duties which devolved upon him were performed with intelligent zeal and scrupulous fidelity. He was unwearied in his devotion to the interests of the schools, unflagging in his care for the details of their management, and wisely progressive, while he brought to all questions the test of a sound judgment, enlightened by long experience. A wise counselor and an able administrator, the schools and scholars of New Bedford owe to him the obligations of perpetual gratitude."

In honor of his memory the school located on Division street was named the "Isaac W. Benjamin School."

Mr. Benjamin was a member of the Middle Street Christian Church, and faithfully filled many offices of trust and responsibility. For fourteen years he performed devoted service as superintendent of the Sunday-school, and for twenty-five years was treasurer of the church. His life was one of great usefulness, winning the sincere respect and love of all his fellow citizens.

Mr. Benjamin married March 4, 1855, Miss Olive Lane Moulton, of Livermore, Me. They had one child, Lucy E., born September 2, 1865, who was married, December 8, 1891, to Rev. William Rowland Spaid, of Winchester, Va.

DROWN, WILLIAM FREDERICK.—The subject of this sketch was born in Rehoboth December 4, 1815, and died at his home 765 County street, New Bedford, February 18, 1891. His father was Ezra Drown, of Reboboth, born February 1, 1788. He was a farmer. The maiden name of his mother was Sally Lindsey, of Reboboth, and was born February 20, 1789. They had seven children: Emily Jane, Betsey Lindsey, William Frederick, Martha Wheeler, Nancy Mason, Mary Hutchinson, and Sarah Fidelia. His grandfather, Colonel Frederick Drown, of Rehoboth, was a prominent man in his days and generation. He was a soldier in the American Revolution, and filled a number of public offices. He was selectman, overseer of poor, and represented the town for two years in the General Court at Boston. He also was a farmer, and died of typhoid fever in Boston in 1804.

William Frederick Drown was educated in Attleboro, to which town his parents removed soon after his birth, and where he spent the early years of his manhood. In

1838 he moved to Middleboro, where he engaged in the cotton business. In 1843 Mr. Drown came to New Bedford and opened a retail grocery store. In 1847 he formed a co-partnership with his brother-in-law, Sylvanus Thomas, under the firm name of William F. Drown & Co., and carried on the wholesale grocery business. In 1861 Mr. Thomas withdrew from the firm and Mr. Drown continued the business till 1868, when he retired from active life, having secured a competency which enabled him to enjoy the latter years of his life free from the care and responsibility of business activity.

In politics Mr. Drown was a Republican and on all questions of a national or local nature, his influence was sure to be on the side of justice and humanity; of a quiet and retiring disposition Mr. Drown did not seek political preferment nor public position.

Born of good New England stock, he developed a well-rounded character, built upon principles of uprightness, business honor and sterling integrity, and one worthy of his ancestry. He won the respect and confidence of his fellow citizens and through his long career in New Bedford maintained an enviable position as a high-minded and honorable man. Mr. Drown was deeply attached to his home, and his domestic fireside possessed for him the most sacred and delightful of associations. He was a kind, devoted husband; the tenderest of fathers. Mr. Drown was a prominent member of the North Congregational Church and was a liberal supporter of its interests.

Mr. Drown was married October 14, 1839, to Harriet J. Smith, of Rehoboth, and of this marriage three children were born: Harriet Jackson, born May 14, 1845, died August 20 of the same year; William Frederick, born July 6, 1852, died October 18, 1856; Harriet Maria, born March 17, 1847, now the wife of Charles E. Benton, of Sharon, Conn. They have one child, Harriet Jackson Benton, born December 8, 1885.

CLIFFORD, JOHN HENRY.[1]—Conspicuous among the names of New Bedford men who have in past years occupied positions of eminence and made the record of their lives a part of the history of the Commonwealth, stands that of John Henry Clifford. Governor Clifford (for by that title he will be most readily remembered), was not a native of Massachusetts; but was born in Providence, R. I., on the 16th of January, 1809, and resided there with his parents until he had finished his school and college education. It was not until after he had gone through his four years' course and taken his degree as A. B., in 1827, at Brown University, that he left his home and native State. He then entered on the study of law with Timothy G. Coffin, of New Bedford, and subsequently studied with the late Theron Metcalf, at Dedham. In 1830 he was admitted to the bar in Bristol County, and in the same year took his degree of A. M., and delivered an oration on "The Perils of Professional life." Thenceforth he was to confront those perils himself, and at once began practice in New Bedford. On the 16th of January, 1832, his twenty-third birthday, he married Sarah Parker Allen, daughter of William Howland Allen, and granddaughter of the Hon. John Avery Parker, of New Bedford, who still (1892), survives at the age of 84 in remarkable health and vigor.

[1] This sketch is largely drawn from a memorial prepared by Robert C. Winthrop for the Massachusetts Historical Society.

Governor Clifford, though often much engrossed in public life, continued his active connection with his profession until nearly the time of his death. He was at first for a brief period a partner of Timothy G. Coffin, and subsequently for nearly ten years was associated with Harrison G. O. Colby. From 1845 to 1853 his student-at-law, Lincoln F. Brigham, afterwards chief justice of the Supreme Court of Massachusetts, was his junior partner. After that date he practiced alone.

He first entered upon public life in 1835, when he took his seat in the Massachusetts Legislature as a representative from New Bedford. That was the year of the revision of the statutes of the Commonwealth, and he did efficient service on the large committee which had that matter in charge. In 1836 he became one of the aides-de-camp of Governor Everett, and retained that position until, by a single vote out of a hundred thousand votes, Mr. Everett's chief magistracy was brought to a close in 1840. Before Mr. Everett went out of office, however, he had conferred upon Governor Clifford, in whom he had the highest confidence, the appointment of district attorney for the Southern District of Massachusetts, an office in which he served the Commonwealth assiduously and successfully for nearly ten years. Meantime, in 1845, the county of Bristol had elected him a member of the Senate of Massachusetts, where he gave renewed evidence of his ability and accomplishments as a debater and a legislator. But his taste for legal practice predominated over all others, and in 1849 he entered upon the duties of an office which was to be the field of his longest and most distinguished public service. In that year he received from Governor Briggs the appointment of attorney-general of the State.

Early in the following year it fell to his lot to conduct a memorable trial, with which his name will be always most prominently and honorably associated. Few trials, if any, in the history of the country, have excited a deeper interest, or challenged more anxious and critical attention, than that of Prof. John W. Webster for the murder of Dr. George Parkman. Even to this day the circumstances of the crime and the proceedings possess the fascination of a tragic drama. The responsibility and labor which it threw upon the attorney-general were of the most arduous character, and it is enough to say of the manner in which they were met, that when the verdict was rendered, and the full details of evidence and argument were published to the world, he had earned a reputation for ability and force, as well as for discretion and fairness as a prosecuting officer, which was recognized far beyond the limits of New England. He fully realized the importance of the trial, in its success or failure, on his own professional career, and looked upon it as a crisis in his life. "A failure in it," he afterwards wrote to a friend, "would have been fatal; a moderate degree of success would have been scarcely less unfortunate; and I fervently thank the good Being who has guided and strengthened and sustained me, for the eminent success which the assurances that I have received from all quarters leave me not at liberty to doubt my having achieved." Few things could have gratified him more in this connection than a passage in *Blackwood's Magazine* for June of that year, from the pen of the eminent barrister, Samuel Warren. He was then publishing a series of articles on modern state trials, and after alluding to the fact that he had intended to incorporate in his last article an account of the Webster-Parkman trial, he said: "All we shall say at present on the subject is, that the reply of Mr.

Clifford for the prosecution cannot be excelled in close and conclusive reasoning, conveyed in language equally elegant and forcible. Its effect, as a demonstration of the guilt of the accused, is fearful." This is indeed high praise, coming from a man of the legal and literary attainments of Samuel Warren.

In the autumn of 1852 the Whig party of Massachusetts nominated Mr. Clifford for governor of the State. He accepted the nomination with reluctance; and, though he received nearly 25,000 more votes than either of the opposing candidates, he was not elected by the people. The plurality system had not yet been adopted, and the constitution of the State required for an election an absolute majority of all the votes cast by the people. On the meeting of the Legislature, however, he was chosen by the votes of the two branches, and was inaugurated on the 14th of January, 1853.

Governor Clifford discharged the duties of the chief magistracy with great fidelity and dignity, and it was only for him to say whether he should remain in the office for a second term. But his interest in his profession determined him to decline a renomination, and on the election of Gov. Emory Washburn, his successor, he was at once called on by him to resume his place as attorney-general of the Commonwealth. He continued to hold that high office, by executive appointment, one year, by Legislative election for another, and for a third by the choice of the people of the State, until 1858. He had thus served the Commonwealth as its highest law officer for a term of seven years in all; and in that capacity had certainly rendered his best public service and acquired his greatest public distinction. In retiring finally from this position he did not abandon his professional labors, and was frequently to be found in the highest courts of the State and of the Nation, in the argument of important cases. During the great civil war, which soon afterwards convulsed the country, he omitted no efforts in his power to sustain the cause of the Union. More than once he was summoned to Washington to hold council with cabinet officers in regard to measures under contemplation. At home, too, he spared neither time nor money in encouraging the soldiers who went out from his own county and city. In 1862 he accepted an election to the State Senate, and was at once chosen president of that body, in that capacity rendering conspicuous service to the Commonwealth at the most critical period of the war.

In 1868 Governor Clifford was one of the electors-at-large, and united in giving the vote of Massachusetts to President Grant. In the previous year, however (1867), he had entered upon a line of life which was finally to separate him from further professional or political service, and to confine him to the routine of practical business. Assuming charge of the Boston and Providence Railroad Corporation, as its president, he devoted himself to its affairs with all his accustomed earnestness and energy. Under his auspices the spacious station of that road was erected in Boston, which is a monument of his administration. Meantime he had not allowed the engrossments of practical business to wholly cut him off from other interests and associations. He took a deep interest in all the public affairs of New Bedford, while at the same time his high standing and his broad culture drew him into many associations throughout a much more extended field. He was a member of the American Academy of Arts and Sciences, and a member of the Massachusetts Historical Society, often taking an active part in its proceedings. He rendered service of a lofty character to Harvard University,

at Cambridge, of which he was for many years one of the overseers, and repeatedly elected president of the board. While governor of the State he had been called on to perform a prominent part in the inauguration of Rev. Dr. Walker as president of the University, May 24, 1853, and made a very impressive address. Again, on the 19th of October, 1869, he officiated at the induction of President Eliot, and delivered an address remarkable for its earnest spirit and deep thought. He received the degree of LL. D. from both Brown University and Harvard.

Governor Clifford was also one of the original board of trustees of the great education fund established by the munificence of George Peabody, for the impoverished and desolated States of the South, and he attended its meetings and entered into its discussions with the zeal and wisdom which he gave to all undertakings with which he was identified.

In the spring of 1873 he was compelled, by failing health, to abandon active labor and seek recuperation in a warm climate. After a period in Florida, he made a European tour in the spring of 1875. Before his departure he had declined appointments as United States minister to Russia and to Turkey, which had been successively offered him by the administration at Washington. He had, however, previously accepted an appointment as United States commissioner on the fisheries, under the arbitration treaty with Great Britain, and had always contemplated filling that appointment. He remained in Europe for about six months, and, with his family, enjoyed a tour of England, Scotland, France, Switzerland, and Italy, and returned greatly improved physically. Reaching home in the middle of November he resumed his labors with renewed energy, particularly in connection with his office of president of the Boston and Providence Railroad. But his life-work, both public and private, was nearly closed. Indeed he had hardly reached his home in New Bedford, after a brief stay in Boston, when a disease of the heart, which had given mysterious indications in former years, was now unmistakably manifested. A few weeks brought it to a crisis, and on the morning of the 2d of January, 1876, his death was announced.

Cordial tributes to his career and character were paid by the Legislature of Massachusetts, then in session; by the bar of the Southern District; by the various associations with which he was associated; by the overseers of the University; by the railroad corporation over which he had presided; and by the public journals throughout the country. For these there is not space in this work, but something of their general character may be inferred from the following resolutions adopted by a Senate committee:

"*Resolved*, That in the death of John Henry Clifford, ex-governor of Massachusetts, the Commonwealth has lost one of its most useful, accomplished, and distinguished citizens. Whether his varied and well-trained powers were exerted in the cause of education or in the execution of the laws, or exercised in debate in either branch of the Legislature of this State, or tested in the responsible executive duties devolving upon him as the chief magistrate of this Commonwealth—in all the positions of trust he so worthily filled, he illustrated the ardor of his patrotism, the vigor of his intellectual powers, and added to the fame of the State which now mourns his death and honors his memory.

"*Resolved*, That his private, no less than his public, life bore testimony to the wisdom, strength, beauty, and grace of his personal character; dignified without austerity, firm and decided in his convictions, yet courteous and deferential to those of his associates, with a power to apply his varied attainments to the practical affairs of business life—he added to the prosperity and happiness of his fellow-citizens by his services and counsel; and thus exemplified the peculiar republican simplicity of our system of government, which recognizes all public positions as temporary trusts, conferring honor only upon those who by wise and pure administration prove themselves worthy the no less honorable duties of private life."

To this may properly be added the following brief tribute to Governor Clifford which was offered by Hon. Alexander H. H. Stewart, of Virginia, on the occasion of the announcement of Mr. Clifford's death at the annual meeting of the Peabody trustees, in White Sulphur Springs, Va., in August, 1876: "There was a quiet dignity and grace in every movement, and his countenance beamed with intelligence and benignity. To a mind of great power he united a heart which throbbed with generous impulses, and a happy facility of expression, which gave a peculiar charm to his conversation. There was a frankness in his bearing and a general urbanity about him which at once commanded confidence and inspired good will. Every one who approached him felt attracted by a species of personal magnetism."

The widow of Governor Clifford, two daughters, and two sons—Charles Warren Clifford and Walter Clifford—both conspicuous members of the bar of Bristol County and resident in New Bedford, survive.

LEONARD, CHARLES H., son of George and Cynthia Leonard, was born in Middleborough, Plymouth County, Mass., September 23, 1814. When he was seven years of age his parents removed to the neighboring town of Rochester. After attending the public schools during the winters, he entered the academy at Middleborough, a school of excellent repute, the advantages of which he enjoyed for three years. Like most New England boys, ambitious and self-reliant, he was eager to make his own way in life, and took the usual step of engaging as clerk in a country store. After a year's experience there he spent the next three or four years in the counting room of Alfred Gibbs, a commission merchant of New Bedford, where his abilities had a better test and freer scope.

At that time was developed what was termed the "western fever," an eager and impetuous rush of emigration to the great West as a new Eldorado. Young Leonard took the disease, but in so mild a form that one year's experience cured him and left him all the better fitted for his life work. Returning to New Bedford, his career as a merchant at once began. Intrusted by an uncle with a shipment of oil for sale in New York, he visited that city and addressed himself to the discharge of his commission. After a succession of disappointments and discouragements, and when he had concluded to give up his undertaking as a failure, a fortunate turn of events enabled him to succeed. A change of wind, which for two days prevented the sailing of the vessel in which the oil was to be taken back to New Bedford, not only secured a prosperous issue of the

venture, but, as he was fond of saying in after life, decided his fortune as a business man.

What he had learned in that brief sojourn of New York and its business methods, fixed his resolve to try his fortune in that city, and in 1838 he took a store on Front street, near Roosevelt street, and started in the oil trade. Two years later he took as partner Horatio Leonard, his cousin, removing to 140 Front street, and also establishing an oil manufactory in Brooklyn. The manufactory was unsuccessful, and in three years the firm failed and was dissolved. Having effected a settlement with the creditors of the firm, Mr. Leonard soon embarked anew and alone at the old stand in the manufacture and sale of sperm and whale oil and candles, building up an extensive and prosperous business, and building, too, what is rarer and better, a character of spotless integrity.

At this time he began the manufacture of oil and candles in New Bedford, where his purchases of crude oil were mostly made, having leased what were known as the old Marsh works in this city. There he continued the manufacture until 1853, when he removed to the works purchased by him of O. & G. Crocker, on the corner of South Second and South streets. These he at once enlarged to double their former capacity, fitted them with new and improved machinery, made them superior in every respect to any other establishment of the kind, managed them to the close of his life, and made such wise provision in regard to them in his will that their reputation continued after his death.

Though Mr. Leonard never entirely withdrew from active business during his life, the excellent assistants whom he had chosen and trained, and whose affectionate regard and devotion to his interests he had won by years of considerate kindness, relieved him from attention to details and enabled him to pass most of his summers at the old homestead in Rochester. This he transformed into a most attractive country residence, making improvements in every direction, and by his lavish outlay of money giving needed employment to hundreds of his townsmen. It was there, in his pleasant home, surrounded by those who best knew and most loved him, in the midst of a people who idolized him as a benefactor and a cherished friend, that on the 24th of October, 1868, he died.

As a merchant Mr. Leonard exhibited sagacity, breadth of view, a watchful regard to details, a delicate sense of honor in all his transactions, and unswerving fidelity to every engagement. His word was as good as his bond, and that was equal to gold. Bold in his operations, he was at the same time cautious and conservative; and his operations were always within the limits of his legitimate business. He yielded to no temptation of profits from outside ventures and speculations, but confined himself to the path in which he was winning fortune and reputation. He was exact, but not exacting, claiming his just dues to the utmost, but always liberal and indulgent to an unfortunate debtor. He never ignored the sacredness of pecuniary obligations, or rested in the easy faith that a compromise with a creditor or a discharge by a court of insolvency is tantamount to payment. When years of prosperous and patient endeavor brought him the means, he paid to his early creditors every mill that was due them, principal and interest.

In social life Mr. Leonard was a great favorite. Of fine person, winning manners and pleasing address, equable in temperament and kindly in disposition, unselfish and generous, he could not but make friends. He did good as he had opportunity, and he made the opportunity. It was not alone in the exercise of an enlightened public spirit, in aiding religious, educational, and charitable institutions, or in the bestowment of alms, that his benevolence showed itself. "The cause which he knew not he searched out;" he anticipated needs almost before their pressure was felt by the sufferer, and sweetened his gifts by a priceless sympathy. He was fortunate in his domestic relations. Of his marriage one competent to judge says, "It was a union which proved uncommonly felicitous, and to which, by reasons of its sympathies, its happy influence and encouragement, must be attributed no small part of the noble results of his life."

Religion added to the native grace of the man. "His religious character," says Rev. George L. Prentiss, with whose church in New York he united and who, both in New Bedford and New York, knew him intimately, "as it unfolded, was marked by the same attractive and solid traits which distinguished the man. His piety was not demonstrative, it was rather of a shrinking and reticent temper; but it gave ample proof of its sincerity and power 'by the benign and excellent fruits that adorned its path."

Mr. Leonard was married in 1845 to Miss Elizabeth E. Gibbs, adopted daughter of Robert and Anna B. Gibbs, who still survives him.

KNOWLES, THOMAS.—The subject of this brief sketch traced his ancestry back to the early settlement of New England, when Richard Knowles, who had lived in Plymouth and Cambridge, removed to Eastham, Cape Cod, in 1653. John, who was supposed to be his son, died about 1675, "slain in the Colonies' service." Col. John, son of the above, was born in 1673 and died in 1757. A son of his was Col. Willard Knowles, who was born in 1712 and died in 1786, leaving a son, Seth, who was born in 1753 and died in 1821. Thomas, son of Seth, was born in 1777 and died in 1820. He was father of Thomas, the subject of this notice, who was born December 31, 1803, and died in New Bedford August 29, 1877. He came to this place in early life and followed the whaling business with success until near his death. There were associated with him in the business his brother, John P., and his cousins, Joseph and John P. 2d. Besides being a successful and prominent business man, Thomas Knowles was distinguished in the community for his clearness of thought and independence of expression in all matters in which he felt an interest. While conducting his business with great energy and ability, he was at the same time in sympathy with all movements for the promotion of the moral and intellectual welfare of his fellow citizens. He felt a deep interest in national politics until the abolition of slavery was accomplished, invested his large means unhesitatingly in the war bonds of the government, and with powerful and convincing logic, claimed for it the support of all good citizens. During his life he advocated temperance reform, and though very averse to holding public position, he accepted the nomination for mayor of the city as a temperance candidate, but was defeated by a small majority. His discernment in financial matters was unexcelled, and for the

last twenty years of his life he was a director in the National Bank of Commerce. His early religious teaching was received in a home in which the Puritan traditions, almost without change, were still accepted as the guides of life and thought. But his mother being converted to the Baptist faith, Mr. Knowles, on coming to New Bedford, attended the Baptist Church out of regard to his mother's memory, and continued a member of the society, but not of the church, for many years. In the latter years of his life he attended the Unitarian Church, where he found the preaching of Rev Mr. Potter in complete accordance with the enlarged views which a life of earnest and truth-seeking thought had ripened within him. Mr. Knowles married Mary C. Eaton, of Middleboro, a descendant of Francis Eaton, who came in the *Mayflower*, and of Rev. James Keith, of Bridgewater. Their children are: Thomas H., of this city; Sidney W., a New York merchant; Charles S., a Boston merchant; Mary E., married Josiah N. Knowles, of San Francisco, and Martha A., married Dr. Charles D. Prescott, of New Bedford.

KNOWLES, THOMAS H., eldest son of Thomas Knowles, was born in New Bedford, September 12, 1837. He received his preparatory education in the public and private schools of his native city and graduated from Harvard University in 1861. Coming home from college he entered his father's business house and a few years later was given an interest in the business. This connection continued until the death of his father, after which the business was gradually closed. Since that time he has had no active occupation, but has interested himself in various manufacturing and financial corporations. He is one of the directors of the Acushnet Mills, and of the Oneko Mills, and of the New Bedford Gas Light Company, and is president of the City Manufacturing Corporation. He has been one of the directors of the Merchants' National Bank since 1876, and is a trustee in the Savings Bank. In all these positions he enjoys the confidence and respect of his associates, who value his prudent counsel, his good judgment, and his wise foresight at their proper worth. Mr. Knowles is a Republican in politics, but has never sought public preferment in any direction. His fellow citizens have called him into the Common Council, and he was chosen a member of the Board of Aldermen in 1881, where he served for the best interests of the community. He has been a trustee of the Free Public Library and is now a member of the Board of Overseers of the Poor, having been appointed in 1889 for one year, and reappointed in 1890 for three years. He is a member and clerk of the First Congregational (Unitarian) Society.

Mr. Knowles has been twice married. His first wife was Mary H. Swift, who died in 1881, leaving one son, Henry Swift Knowles. He married second, Miss Annie D. Swift, of Acushnet, and they have one daughter, Sylvia.

TABER, EDWARD SMITH. The reader of foregoing pages of this volume has learned that the Taber family in its various branches is one of the oldest in New England, and one of the most conspicuous. The branch with which we are here concerned began its existence in this country with the advent of Philip Taber, who came from England to Boston as early as 1634, where in that year he took the freeman's

oath. He removed to Dartmouth prior to 1667. From him in a direct line, Edward S. Taber traces his lineage through Thomas, Joseph, Benjamin, Benjamin 2d, Francis and Joseph, who was his father. On his mother's side he is descended from John Smith, who settled in Dartmouth as early as 1652, the line of descent being through Gershom, Jonathan, Jonathan 2d, Abraham, and Deborah, who became the wife of Joseph Taber and mother of Edward S.

Francis Taber, the grandfather, was born in New Bedford and followed the vocation of a pump and block maker. His wife was Lydia Russell, who was a member of the Russells who were so prominent in the early history of this locality. Joseph Taber followed his father' s occupation as a pump and block maker in New Bedford, was a man much respected, and died here in September, 1882. Besides Edward S., Joseph and Deborah Taber had four daughters, only one of whom is living, a resident of Toledo, Ohio.

Edward Smith Taber was born in New Bedford March 15, 1826. In common with a large portion of the children of that day, he was fortunate in receiving the educational advantages of the public schools and the Friends' Academy, where he made the most of his opportunity, graduating from the academy in 1844, when he was eighteen years old. Leaving school he worked a few months in his father's shop, but soon entered the office of George Howland, at that time one of the prominent merchants of the town. He was interested in large commercial operations, fitting out whalers, manufacturing oil, etc., and the practical business experience there gained by his clerk was of value to him in later years. Mr Taber remained with Mr. Howland until his death in 1852, when he began to acquire an interest in some of the vessels of his employer. The business now passed to the two sons of Mr. Howland, George and Matthew, and Mr. Taber continued with them until the breaking out of the war. That event crippled the whale fishery for some time, and Mr. Taber sought other fields for the exercise of his energies.

In Providence he entered the service of George H. Corliss, the famous inventor and builder of steam engines. Mr. Taber was given a position of trust and responsibility in the company, and found tasks and opportunities which he fulfilled to the entire satisfaction of his employers, at the same time gaining further practical knowledge of business and executive ability. About the close of the war, Mr. Taber determined to enter upon a business career on his own account, and to that end removed to Boston and engaged in the crockery trade. While this venture was not a failure, its success was not commensurate with what he had hoped nor such as to satisfy either his ambition or his expectations.

In March, 1868, the Morse Twist Drill Company was in the early years of its existence in New Bedford. It was founded upon the assured value of patents to Mr. Stephen A. Morse for what is known as the Increase Twist Drill, which then, and now, possesses great advantages over all others. But while these drills were acknowledged to be superior to others, the success of the company and its growth had not reached the wishes of its projectors. Mr. Taber was called here to take the combined office of president and treasurer, in which capacity he was to have the entire management of the affairs of the company. Accepting the place, and believing firmly in the value of the

article manufactured, he gave his energies to the enterprise, labored early and late, and employed all his natural and acquired abilities as a business man for the advancement of its interests. He found the company occupying a comparatively small building for its works and office, and employing fifty to sixty hands, and with a capital of $60,000, turning out $50,000 to $60,000 of annual product. From his acceptance of the trust the interests of the company began to advance. Ere long the capital was increased to $150,000, and since then has been further enlarged to $600,000, from the profits of the business of the company. The number of employees has swelled to quite three hundred, and the value of the annual product to about $600,000. During this period the works have, of course, grown proportionately, the main building now in use being four hundred feet long and three stories high, while other structures taken together are equally capacious. Several valuable and widely-selling articles have been added to the manufacture, notably the Beach Chuck, Taps and Dies, Reamers, Milling Cutters, Drill Grinding Machines, Standard Gauges, etc. In short, the growth and success of the Morse Twist Drill Company under Mr. Taber's management has been phenomenal, and while most averse to taking credit for this success to himself, his associates are not slow to attribute a large measure of the general prosperity of the company to his untiring efforts, his faithful activity, and his skill as a director of such an establishment. The tools manufactured by the company have a market in the most distant countries and are to be found in stock in the principal cities of England and Europe, as also in India, Australia, and South America.

The exacting character of the labor falling upon Mr. Taber in the Twist Drill Company has prevented his acceptance of trusts in other directions, some of which have been tendered him. He became, however, a director of the First National Bank, in 1881, and its president, succeeding William Watkins, in 1890, which is by him and his associates, skillfully piloted in all financial matters which come into its field. He was elected a trustee in the New Bedford Institution for Savings, in 1865, and became one of the Board of Investment of that institution in 1888. A Republican in politics, he has never wished for nor accepted office, with the exception of membership in the Common Council for two years, during the war period.

Mr. Taber's chief characteristics which have helped him to the success he has attained are his nervous activity, quickness of perception as to what is best to do in all circumstances, self-reliance in the face of bold operations, executive ability of a high order, and staunch integrity. With these qualifications he has simply won the position to which he is entitled; and he is respected accordingly.

Mr. Taber was married in 1857 to Emily H. Allen, daughter of Frederick S. Allen, the family being directly descended from the Standish family of history. She died in March, 1884, leaving three children: A son, Frederick Allen Taber, born March 7, 1859: Alice Standish Taber (now Mrs. Andrew G. Weeks, jr.), and living near Boston; and Sylvia Howland Taber. Mr. Taber married second, in August 1888, Annie Nelson, daughter of Francis Nelson, of New Bedford. Annie Nelson is of the seventh generation from William Nelson who came from England in company with early settlers from Holland, and located in Plymouth Colony in 1640. In the maternal line she

is descended from the family of Peter Easton, of Newport, R. I., one of the original purchasers of large tracts of land from the Indians. A portion of the Rhode Island shore is known as Easton's Beach.

LADD, HON. WARREN, was born at East Bradford, Mass. (now Groveland), July 21, 1813, was the son of Nathaniel and Sarah (Ingersoll) Ladd, and grandson of Nathaniel and Sarah (Noyes) Ladd. His line runs back, Warren 7, Nathaniel 6, Nathaniel 5, Nathaniel 4, John 3, Samuel 2, Daniel 1, the emigrant, who took the oath of supremacy and allegiance to pass to New England in the *Mary and John*, Robert Sayres, master, 24th March, 1633–4, and was one of the original settlers of Haverhill, Mass. Sarah Ingersoll was the daughter of Col. Zebulon Ingersoll, who was born in Gloucester, September, 1757, and was a lineal descendant of Richard Ingersoll, who came from Bedfordshire, England, in 1627 and settled at Salem, Mass. Colonel Zebulon was a soldier in the War of the Revolution, and at the close of the war settled at East Haverhill; was a merchant, a ship-builder, and an active and energetic business man. He married Ruth, daughter of Benjamin and Ann (Bradstreet) Moody, who was the daughter of Dr. Humphrey Bradstreet, of Newbury, who was a lineal descendant of Humphrey Bradstreet, who came from Ipswich, England, in the *Elizabeth*, William Anderson, master, in April, 1634. Sarah Noyes, was the daughter of Thomas and Ann (Follensbee) Noyes, of Haverhill, Mass, who was a lineal descendant of Rev. James Noyes, who came over in the *Mary and John* in 1633–4, and "was driven, (wrote Cotton Mather) out of the nation for his *non-conformity* to its unhappy ceremonies in the worship of God." The Rev. James Noyes was the son of the Rev. William and Ann (Parker) Noyes, of Choulderton, Wiltshire county, England, was born in 1608, and came to this country in 1633–4 and settled in Newbury, Mass. A short time before leaving England, he married Sarah, daughter of Joseph Brown, of Southampton, England.

Nathaniel Ladd, the father of Warren, was born in Haverhill, Mass., September 17, 1786; he removed to East Bradford (now Groveland), in 1810. For many years he was chairman of the board of selectmen, a justice of the peace, secretary and treasurer of the Groveland Mutual Fire Insurance Company, deacon of the Congregational Church, postmaster for ten years, did quite an extensive probate business, and for about sixty years was one of the most active and influential men in town and church affairs. Warren Ladd was educated in the public schools and at Merrimac Academy in his native town. Coming to New Bedford on the 1st of July, 1840, he entered the employ of the New Bedford and Taunton Railroad Company as clerk in the freight office; was soon promoted freight agent and then to general agent at New Bedford. In 1862 he was appointed superintendent of the road, which position he held until 1877. His connection with the road continued from its opening in 1840, to its consolidation with the Boston, Clinton and Fitchburg, a period of about thirty-seven years. This long term of service is the highest possible compliment to his integrity, ability, and faithfulness. Though actively engaged in arduous and responsible duties, he found time for intellectual culture, and by a judicious course of reading acquired a general knowledge of scientific, mechanical and economical subjects. He took a deep interest in municipal af-

fairs, and gave his influence and active effort to the promotion of every measure which in his judgment promised to increase the growth and prosperity of the city. For this reason he was repeatedly called to the service of the city: for five years as member of the Common Council, and one year as its president; for five terms a member of the Board of Aldermen; November, 1868, was elected a member of the School Committee for three years, but before the expiration of the first year he concluded to resign his position, which he did, in a letter to the chairman, dated November 1, 1869. As indicating the motive which governed his action, we give the closing paragraph of his letter: "Believing most sincerely, that no man has a moral right to accept and hold an office, who has not time, not only to become conversant with its duties, to faithfully, intelligently and promptly discharge them; and feeling, knowing, that without conflicting with other duties, I have not the leisure which will enable me to continue to discharge the duties devolving upon the office, with satisfaction to myself, or with that fullness and faithfulness which my constituents have a right to expect and require, I respectfully resign my place upon the committee, to take effect at the close of the present municipal year." He was for many years one of the trustees of the Free Public Library, of which he may rightly be called the father. At the laying of the corner-stone of the present library building, Mayor Howland, in his address referring to the origin of the library, said: "On the 8th of the seventh month (July), of the same year (1851), Warren Ladd, a member of the common council from ward one, introduced an order into that branch of the city government, 'for the raising of a committee to consider the expediency of establishing in this city a Free Public Library.' This order was adopted in the common council, but was non-concurred in by the board of aldermen. This is believed to be the first order ever introduced into any representative body for the establishment of such an institution, and to this gentleman must, and does, belong the honor of having taken the initiatory step toward the establishment of a library for the public by the people themselves." Mr. Ladd was an earnest and persistent advocate of the introduction of water, and one of the three commissioners under whose direction the water-works were built. As showing the breadth of his views and his terseness in stating them, we quote from a report (written by him) of a committee which had the matter under consideration: "Your committee are fully of the opinion that the introduction of an ample supply of pure water into the city is an imperative necessity and one which should not be much longer delayed. It is the part of wise statesmanship to look at the future, to anticipate its wants, and guard against its casualties. Cities, like men, flourish and prosper only by their own exertions, and it becomes those whom the people have placed in power to be equal to the present emergency. We have the interest and the honor of the city in our hands. We know its wants and necessities, and can comprehend the crisis in our affairs. Shall we grasp and control the crisis, turn it with a steady hand to our interest and prosperity, or allow it silently and timidly to pass by and float beyond our reach? Shall we legislate only for to-day, and shrink from looking the great future in the face; or shall we, knowing the necessity and perceiving the remedy, fearlessly perform our duty?" He was a member of the committee to whom was referred the question of introducing gas; was an earnest advocate for the construction of common sewers, and introduced into the common coun-

cil the first order for the appointment of a committee to consider the expediency of purchasing a steam fire-engine. The enlargement and improvement of the city common was in a great measure due to his influence and exertion. In the late civil war he was a member of the committee on enlistments, and took an active part, as its records show, in every effort made by the city to aid the national government in putting down the rebellion. He has been connected as director with several corporations, and was one of the original directors of the New Bedford and Fairhaven Street Railway Company, and a member of the committee who had charge of building the road. In April, 1877, he was elected its president and superintendent, which position he held until the surrender of its charter, at a stockholders' meeting, called for that purpose, April 22, 1887. At this meeting, Hon. William Crapo, one of its directors, offered the following resolution, which was unanimously adopted by a rising vote. "*Resolved*, That the stockholders of the New Bedford and Fairhaven Street Railway Company hereby express and place on record their appreciation of the valuable services rendered to the corporation during the past ten years by Warren Ladd, its president and superintendent; they recall that when the management was intrusted to him its shares were nearly valueless, that its credit was seriously impaired, that it yielded no income to its stockholders, and that the accommodations it offered to the public were meagre and unsatisfactory; that it was by his energy and fidelity, his sagacity and painstaking attention to details, and his thorough devotion to the interest of the corporation that the shares rose to nearly double their par value, that its dividends from earnings were large, its mileage greatly extended, and the public convenience promoted by largely increased facilities of travel. We recognize the ability and faithfulness which have characterized his administration; and in retiring from the official service of the corporation, upon the surrender of its organization, the stockholders tender to him their thanks and good wishes." He is a trustee of the Five Cents Savings Bank and forty years has held the commission of justice of the peace. Naturally conservative, Mr. Ladd has none of that blind reverence of the past which prevents one from keeping abreast with the spirit of the age, and adopting any new device and improvement that genius and enterprise may invent and discover. In politics, originally an ardent Whig, he early became an equally earnest and active Republican; has been chairman of the Republican City Committee, and in 1876 was presidential elector from the First Congressional District. He has written largely for the press; was for many years the New Bedford correspondent of the Haverhill *Gazette* over the signature of "Warren" and has contributed many able articles to the New Bedford papers over the *non de plume* of "Julius." He is a member of the New England Historic Genealogical Society, the Webster Historical Society and the Old Colony Historical Society. His children: 1, Herbert Warren, born October 15, 1843, married Emma F. Burrows, May 25, 1870; 2, Sarah Ella, born September 1, 1845, married Charles S. Davis, July 9, 1874; 3, Florence Kingman, born October 1, 1846, married Charles A. Munger, May 25, 1882; 4, Anna Winthrop, born September 23, 1850, married R. Roscoe Drummond, September 21, 1876; 5, George Milton, born October 3, 1853, married Mrs. Lydia (Springer) Durfee, May3, 1888.

LADD, Hon. HERBERT W., is a New Bedford boy who has won honors for himself in our sister State as well as at home. He has been twice elected governor of Rhode Island, in which State he has lived since 1871, and was insured a third election had he not declined the urgent demand of his party (Republican) to head the ticket for a third term.

Governor Ladd is the son of the Hon. Warren and Lucy Washburn (Kingman) Ladd, and was born in New Bedford, October 15, 1843. He was sent when quite young to an excellent private school taught by Miss Elizabeth Wood; then to the public school in Jesseville and later to the Parker Street Grammar School. He entered the High School June 9, 1856, and graduated May 18, 1860. Soon after, he entered the wholesale dry goods house of Tucker & Taber, where he remained until July, 1861, when he entered the employ of Fessenden & Baker, editors and proprietors of the New Bedford *Mercury*. This, the early days of the Civil War, was a time, particularly in newspaper offices, of intense excitement. "How precisely it came about," writes the senior editor of the *Mercury*, "I cannot now recall; but young Ladd, though only a boy and expected to fill a boy's place, soon developed remarkable capacity and tact, and became a valuable assistant, not only in the business department of the paper, but in the editorial room, as a reporter and then as a correspondent. It is true, he came to the office well equipped for work, having been educated in the public schools of New Bedford, than which there were and are none better in the State, and with a home training which had piqued and stimulated his curiosity and kept his mind constantly on the alert. The newspaper office was an admirable school for such a youth, and he easily embraced all its opportunities. As a reporter, he was clear, accurate and graphic; and his letters to the *Mercury* from various points in the South and West, to which he was sent during the progress of the war, were of exceptional merit and interest. We parted with him with sincere regret, not alone an account of our personal loss, but at his leaving a profession which he was so well fitted to adorn, and in which we felt sure he would achieve a brilliant success." On October 22, 1862, the steamers *Merrimac* and *Mississippi* sailed from Boston for North Carolina with three Massachusetts regiments, the Third, Forty-fourth, and Forty-fifth for Foster's command. In less than a week after their arrival these regiments were in an engagement with the rebel forces, and young Ladd's account of the same was sent home and published in the Boston *Journal*, and copied in New York papers, before the New York *Herald's* correspondent got in his account. The first Sunday paper ever published in New England outside of Boston, was an extra *Mercury* which young Ladd got out to announce the battle of Fredericksburg.

His attention was early turned to the dry goods business by the fact that he had an uncle who was a member of the firm of George W. Warren, Barry & Co., but who died in 1860, and a cousin, Mr. A. W. Kingman, who at that time was with Jordan, Marsh & Co. Having decided to return to the dry goods business, he, on the 7th of January, 1864, accepted a position in the house of White, Brown & Co., Franklin street, Boston. He remained with them until February 9, when he had a sudden attack of lung fever, from the effects of which he did not recover for several months. Under the advice of his physician, who felt some out-of-door occupation would be of great benefit, he went to look after certain interests of some New Bedford gentlemen in the oil regions of

West Virginia and Southeastern Ohio, where he spent some two and a half years. Returning, he again entered the dry goods business with an importing house in Boston, where he remained until the spring of 1871, when he embarked in the retail business in Providence, R. I., and "The H. W. Ladd Co.," of which he is the head, has for years had a wide reputation among retail dry goods houses catering to high-class trade. Mr. Ladd had remarkable taste in selection of styles and material, and early in the course of his business career developed surprising tact in management, and with constant devotion to his business his success was at once attained. "While Mr. Ladd's success has been great," said a New York commission merchant, "his name will always be known as the leader in this country in applying and showing what thorough system in the retail business will do."

Occupied as he is and has been with a constant and rapidly growing business, Mr. Ladd yet found time to take an active interest in public matters. He was one of the originators of the Providence Congregational Club, and the father of the Providence Commercial Club. His interest in social clubs is evidenced by his membership in the Hope Club, the Squantum and Pomham Clubs, the Press Club, and other organizations. The Rhode Island Society for the Prevention of Cruelty to Children early selected him for its president, and to him is due the present systematic organization of that philanthropic society, and its splendid home, equal to any kind in the country. For two years he was vice-president of the Board of Trade, and is a director in the Atlantic National Bank of Providence. He early took an active part in the movement for obtaining enlarged and better terminal railway facilities in Providence, and the plan finally adopted and now about to be carried out, is almost identical with that advocated by him six years ago; and has given his aid and influence to every effort for the material, intellectual and moral improvement of the city.

His two administrations as governor of Rhode Island were notable for the energy and progressiveness which he infused into them. Thoroughly acquainted as a business man with Rhode Island's status in the commercial world, Governor Ladd appreciated the possibilities for greatly enhancing her importance, and his official efforts were largely directed toward arousing public attention to the natural advantages possessed by the State for inviting commerce and trade. Simultaneously with these propositions for developing the railroad, shipping and business interests of his State, Governor Ladd successfully inaugurated radical movements for the benefit and development of the agricultural interests, secured a commission to revise the State's laws and to devise an improved judicial system; and urged the necessity of adequate measures for increasing the State's revenues, through the taxing of railroads and other corporations and thus relieving the people of as much of the burden of direct taxation as possible. The need of public works and highway improvements, in the interest of which he secured the appointment of a legislative commission and the building of a new State House, on the plans and site for which a commission, of which he was made chairman, has recently reported, have had his close attention; and a proposition is now (1892) before the people of Rhode Island to bond the State for $1,500,000 to build a State Capitol and to improve the roads. He also secured the submission to the people of a proposition for biennial elections, Rhode Island being the only State except Massachusetts that retained

annual elections. The proposed change is about the most important ever made to the constitution of the State. An acute insight into educational matters and a broad grasp of the conditions as they existed made the governor a valuable ally to Rhode Island educators, and the public school system of the State in various departments received a distinct benefit from his two administrations. His re-election to the presidency of the Rhode Island School of Design, on retiring from the governorship, was a tribute to his efforts in behalf of public education. During his first term in 1889 Governor Ladd had the honor of entertaining at his summer residence at Newport, R. I., the president, Benjamin Harrison, and ex-President Grover Cleveland. He gave to Brown University, an institution in which he has taken a deep interest, an observatory fully equipped with instruments and apparatus for astronomical research and study, the commencement dinner, June 19, 1889, at which Governor Ladd was an official guest, being the occasion for the announcement of this magnificent gift. The observatory bears the donor's name, and will stand as a monument to his liberality, interest in the cause of education, and public spirit. It was in recognition of his distinguished services that, at commencement June 22, 1892, Brown University conferred the degree of "A. M." on ex-Governor Ladd.

He married, May 25, 1870, Emma F., daughter of Caleb and Elizabeth (Holmes) Burrows, of Providence, R. I., who died April 13, 1889. His children: 1, Clara S., born August 3, 1871, died August 13, 1872; 2, Lucy Kingman, born November 15, 1872, died August 26, 1881; 3, Elizabeth Burrows, born October 15, 1875; 4, Emma Louise, born May 10, 1877, died August 24, 1881; 5, Herbert Warren, born February 25, 1880, died August 20, 1881; 6, Hope, born October 15, 1882.

TOMPKINS, ISAAC B. JR., son of Isaac B. and Abby D. Tompkins, was born in Westport, Mass., August 27, 1849, where for many generations his ancestors lived. The family is of good New England stock, and the name of Isaac Tompkins is among those of the sons of Dartmouth enrolled as soldiers in the American Revolution.

Isaac B. Tompkins was for many years a successful whaling captain, and brought in many profitable cargoes; among the more notable ones were those of the ships *Young, Phenix* and *Twilight*. Captain Tompkins was the efficient chief of the New Bedford Police Department during the administrations of Mayors Morgan, Rotch and George Wilson. He represented the city of New Bedford in the State Legislature of Massachusetts in the years 1888 and 1889. He is now sixty-six years of age, in good health, and is highly respected for his sterling character, by his fellow citizens.

Isaac B. Tompkins, jr., was educated in the public schools, and in the academy at Westport, graduating with a full commercial course of instruction at the East Greenwich Academy, East Greenwich, R. I. At the completion of his studies he entered, June 11, 1866, the office of Jonathan Bourne, one of the most successful New Bedford merchants engaged in the whaling business.

December 26, 1870, he entered the employ of Messrs. Driscol, Church & Hall, and on January 1, 1881, he was admitted into partnership. By his ability and devotion to its interests, Mr. Tompkins has contributed largely to the success that has attended this

flourishing business house. While he has given rigid attention to his commercial duties, Mr. Tompkins has been called to many responsible positions in this community. It does not often fall to the lot of a man of his years to occupy so wide a sphere of usefulness.

For seven years, 1878 to 1884, inclusive, he was a member of the Common Council of New Bedford, and for four successive years was its president, to which office he was each term chosen by a unanimous vote.

In 1885 he was elected a member of the School Committee, and during the same year was elected one of the trustees of the Free Public Library.

In 1882 he was chosen a trustee of the Institution of Savings and in 1888 was made president of the Board of Trade.

He still holds these positions of honor and performs the duties of each to the great satisfaction of his fellow citizens. As an illustration of the faithfulness which characterizes all the public service of Mr. Tompkins, it may be said, that during the entire term of his official relation to the Common Council, he was never absent from its meetings, and during his long service as a member of the School Committee, he has been absent twice.

Mr. Tompkins is in the prime of life, and has established an enviable reputation for ability and integrity. He is a public spirited citizen, and is interested in all matters that relate to the commercial and intellectual advancement of the city of New Bedford.

WATKINS, WILLIAM, son of Thomas and Mary (Davis) Watkins, was born in the village of Westport Point, Westport, Mass., June 22, 1814. His educational advantages were limited to the village schools of that day. In 1828, soon after passing his fourteenth year, he came to New Bedford and entered the commission and grocery store of Jacob Parker, continuing in his employ until March, 1832, when he was offered and accepted a situation as clerk with Elisha Dunbar & Co. (Edward C. Jones), a firm of high standing, ship chandlers and importers, and dealers in bar iron; also managing owners and agents of ships in the whaling business. During the eight years of his employment with this firm, Mr. Watkins was their book-keeper and mainly in charge of their merchandise business, having a partial interest in the profits of that department for the last three years. The senior partner, Capt. Elisha Dunbar, one of New Bedford's foremost and most highly respected citizens, and shipmaster in the merchant service before adopting mercantile life, died in November, 1839. At the close of its business year, February 1, 1840, the firm was dissolved, and, as previously understood, the junior partner, Mr. Jones, continued the business, more especially the whaling interest, with a view of increasing it largely; this purpose he carried out during thirty years of close application, using great caution in selecting officers for his ships, with exceptionally profitable results. Mr. Jones made fair proposals to Mr. Watkins to join him in partnership; but as the latter had not capital to invest in shipping, he decided to follow business with which he was familiar, and hence established himself in the ship chandlery and iron trade in April, 1840. This was continued until 1878, during twelve years of which his brother, George D., was associated with him as partner, the

firm being W. & G. D. Watkins (1851 to 1862 inclusive). During the first thirty years of this period several whaling vessels were added to the business. In 1878 William Watkins disposed of his stock in trade to Watkins & Handy. He began selling out his whaling interest in 1873, and disposed of the last ship in 1880. There is not a blemish upon this long and successful career, and its close found Mr. Watkins with a standing in the community, as well as beyond its limits, that was, and has ever since remained, of the highest character.

In 1847 he was made trustee of the New Bedford Institution for Savings and continues such to the present time. In 1870 he was made a member of its board of investment, and in January, 1877, was chosen president of the corporation to succeed the late William C. Taber, and holds that position at this time. In 1852 he was made a director of the Mechanics' Bank (now Mechanics' National Bank), and remained in the office until 1879, when he was tendered the presidency of the First National Bank and was unanimously elected. He remained in that position eleven years, when he declined longer service, but remains in the board of directors. He was trustee in the New Bedford Five Cents Savings Bank a few years, until the statute limited the trustees to one bank. He has been a director in the Potomska Mills Corporation from the beginning; and was director in several marine insurance companies of New Bedford, in the years of activity in the whaling business.

His selection to fill these many positions of importance and responsibility is good evidence of the confidence reposed in him; and the further fact that he has been called upon to act in a private fiduciary capacity with relation to several very valuable estates, is a further tribute to his ability and integrity from the faith and trust of his friends. In all that contributes to make the able, honorable and upright business man, Mr. Watkins stands among the first. Retiring by nature, he has never been conspicuous in political affairs, nor has he withheld his influence or means from any worthy work.

Mr. Watkins married Melissa M., daughter of Lemuel and Melissa Kollock, of New Bedford; she died in May, 1873. Their children were three, two daughters living, and one son who died in infancy.

GIBBS, ROBERT.—The subject of this sketch was born at Buzzards Bay, Mass., June, 1790. He was the eldest of the six children of Caleb and Experience Gibbs, Robert, Bathsheba, Edward, Allen, George and Joshua. His opportunities for an education were such as New England furnished in its country schools during the earliest years of the century. It was of a wholesome kind that taught self-reliance, and that developed a race of men noted for their rugged honesty and integrity. Of good New England stock, he imbibed a taste for the sea, and like the boys nurtured on Cape Cod he was familiar with the romantic phases of a sailor's life. He came to New Bedford soon after the close of the War of 1812, and learned the cabinetmaker's trade of his uncle, John Gibbs. This, however, did not suit his taste, and he soon entered upon a sailor's life. But a few years elapsed before he came to the command of the sloop *Experiment*, and Captain Gibbs made regular trips from New Bedford. In the summer they were made up the Hudson River, and in the winter to Savannah, Ga.

While this enterprise was successful he invested his earnings in the whale fishery, and was part owner with his friend, Alfred Gibbs, in the vessels *Hibernia*, *Huntress* and *Enterprise*, three of the successful whale ships in the fleet that sailed from New Bedford during the period of 1830–35. With prudence and economy he acquired a competency, and abandoning a sea life he engaged in business in New Bedford. He was connected with many enterprises of the city, and was associated with Mr. Charles H. Leonard in his extensive oil manufacture.

He was one of the early members of the Trinitarian Church, and one of its most generous supporters. He represented the city in the State Legislature, 1860 and 1861.

Mr. Gibbs was twice married. He married in 1819 Anna, daughter of Jonathan and Hannah T. Bourne, of Monument, Mass. In 1852 he married Mrs. Lydia Adams, of Fairhaven, a most estimable lady, who greatly cheered and comforted him in his declining years.

Robert Gibbs died April 5, 1865. The following tribute to his memory was received by the writer from Rev. George L. Prentiss, D. D., of New York city:

"New York, May 25, 1892.

"My Dear Sir:

"Although my recollections of Capt. Robert Gibbs go back nearly half a century, they are still vivid, as well as very pleasant. Largely through his influence I accepted a call to the South Trinitarian Church in New Bedford; and from the day of my settlement, April 9, 1845, to the close of my pastorate there he, more than any other man, cheered and upheld me in my work. Our acquaintance soon ripened into friendship—a friendship on his part strong, tender and most faithful. Nor did it cease upon my leaving the place, but continued unabated to the end of his life. How many bright and grateful memories are associated with him, his home, his friends and his kindness!

"New Bedford, when I went there, was noted for its manly vigor, enterprise and intelligence, as well as the fine personal and social traits that marked its leading citizens. Among the various influences which had wrought with power in the making of the town two were specially prominent in Captain Gibbs; I mean Cape Cod and the sea. He was a genuine son of the Old Colony; and some of its raciest, as well as most solid qualities conspired to form his character, and give to it its peculiar flavor. He had not a little of the generous impulse and large-heartedness which so often distinguish the men who go down to the sea in ships and sail from land to land.

"Although not trained in academy or college, and rather keenly alive to his lack of mental culture, Captain Gibbs was richly endowed with the sterling good sense, clear-eyed judgment and quick perception of right and wrong, which are far better than any knowledge gained in the schools. His native shrewdness, his observing eye and the plain, straight-forward style of his talk made him a favorite and at home with men quite above him in their learning and intellectual ability. In the summer of 1849 my brother, S. S. Prentiss, the famous lawyer and orator of the Southwest, visited me in New Bedford, and I remember well what a liking he took to Captain Gibbs, who got up for him while there a delightful sail in quest of blue fish. It seemed to me that, in spite of an occasional brusqueness of manner, almost everybody in New Bedford had a liking for Captain Gibbs.

"I have said that he, more than any other man, cheered and upheld me while at New Bedford in my pastoral work. He, perhaps, more than any other man, was at that time a pillar of strength to the South Trinitarian Church. His whole-hearted devotion to its prosperity was as beautiful as it was unremitting. Now, after more than five and forty years, I cannot recall his name without a fresh sense of my indebtedness to him for his wise counsels, his sympathy and his ready help in all my New Bedford ministry. He was through and through a true man, a worthy citizen, and a devout, humble disciple of the Lord Jesus Christ.

"Very sincerely yours,

"GEORGE L. PRENTISS.

"Mr. LEONARD B. ELLIS,
"New Bedford."

HOWLAND, GEORGE JR.[1] George Howland, jr., was born in New Bedford, October 20, 1806. His father was one of the leading citizens of the town, and a man of high character and of great business ability. The son was educated at a private school, at the Friends' Academy in New Bedford, and at an academy in Germantown, Pennsylvania. He also spent six months in a French family in New York city that he might acquire a knowledge of the French language. When he was fourteen years of age, he entered the office of his father and began a connection with the whaling business which continued for more than sixty years.

In 1829, George Howland, jr., married Sylvia G. Allen, of New Bedford. Three sons were born of this union, of whom two died in infancy, and the third died at the age of twenty-eight.

In 1832, George Howland, jr., was elected a trustee of the New Bedford Institution for Savings, an office which he held until 1877. He was one of the stockholders of the New Bedford and Taunton railroad, and in 1850 he became one of its directors. In 1840, while the road was in process of construction, Mr. Howland was sent to England on business connected with the shipment of the iron. He made another visit abroad in 1845, this time to the continent, in company with his brother and brother-in-law.

In 1840 Mr. Howland began his political life by serving as a representative to the General Court, and he was re-elected for 1841. In 1842 he was chosen one of the selectmen of New Bedford, a position which he held until 1847, when New Bedford became a city. He was a member of the School Committee from 1843 until 1851, and during 1868 and 1869. In 1852 he was again a representative to the General Court, and in 1853, a state senator. In 1855 Mr. Howland was chosen one of the trustees of the Taunton Asylum for the Insane, an office which he held until his death. In 1857 he was a member of the governor's council.

In 1855 the New Bedford Five Cents Savings Bank began business. George Howland, jr., was chosen president of the corporation and held the office from that time until his death, a period of nearly thirty-seven years.

In municipal politics, George Howland, jr., held a prominent place for a number of years, although he never was a politician in anything but the best sense of the term. He was first chosen mayor in 1855 and again in 1856. He was a member of the Com-

[1] Written by Wm. L. R. Gifford.

mon Council, and president of that body, during the years 1858, 1861, and 1862. In 1862 he was chosen mayor once more to fill out an unexpired term and was re-elected for the years 1863, 1864, and 1865. The duties of this office during the period of the civil war were performed by Mr. Howland in a manner which called forth universal approval. In 1875 and 1876 he was a member of the water board, and during 1877 he served as alderman.

George Howland, jr., was a member of the board of trustees of the New Bedford Free Public Library from 1855 until his death, with the exception of the years 1857 and 1860. In 1865, as mayor of the city, he laid the corner-stone of the present building occupied by the library. In 1857 he gave the salary which he had received as mayor during two years as a perpetual fund, the interest of which was to be used for the purchase of books more valuable than the library could generally afford to buy. In recognition of this generous and timely gift (the first endowment the library had ever received), the City Council purchased the portrait of George Howland, jr., which now hangs in the library.

From 1847 until the time of his death, with the exception of the years 1862, 1863, and 1864, George Howland, jr., was one of the committee in charge of the Friends' School in Providence. He was also for a long period one of the managers of Haverford College. In 1852 he was elected a trustee of Brown University and held the office during the rest of his life.

Mr. Howland was always greatly interested in the Society of Friends, and was for many years treasurer of the New England Yearly Meeting. In 1870 he was one of the commissioners, composed of members of that society, to visit the Osage Indians and inquire into their condition and into the nature of their difficulties with the United States. A life-long member of the Society of Friends, he always gave to its affairs his careful attention and willing aid.

Mr. Howland enjoyed the best of health throughout his long life until a short time previous to his death. He died in New Bedford, February 18, 1892.

George Howland, jr., was one of New Bedford's most valuable citizens. A man of genuine public spirit and of the highest character, he gave to every organization with which he was connected the careful attention which its best interests demanded. He lived to see in the city of his old age a great contrast to the town of his youth, yet he always kept himself in touch with the changed conditions and fresh demands thereby created. Too high a value cannot be placed upon so long a life of constant usefulness and unblemished character.

CROCKER, OLIVER AND GEORGE O. The two men whose names are here given occupied a conspicuous and honorable position in the business and social life of New Bedford. Oliver Crocker was born in the pleasant village of Cotuit, in the town of Barnstable, Mass., on the 3d day of August, 1788. He was educated at the then celebrated Sandwich Academy, under the tuition of Rev. Jonathan Burr. At the age of seventeen years he was put to an apprenticeship in Boston and served his time in a dry goods store in that city. After reaching his majority he engaged in Boston, and in 1812 removed to New Bedford, where he resided until his death. Until 1832 he was

engaged in the dry goods and grocery trade, and in that year began the manufacture of oil and became interested in shipping. In 1837 he was associated in the oil manufacture with his son, George O. Crocker, and the late George T. Baker. This firm continued until 1843, when it failed. Mr. Crocker and his son immediately formed a new partnership, took the assets and assumed the liabilities of the old firm, and in a few years paid all of its debts, principal and interest. In 1852 he retired from active business, having accumulated a substantial fortune.

In 1835 Mr. Crocker was one of the nine members who represented New Bedford in the popular branch of the Legislature, an honor to which he did not aspire for a second term.

No New Bedford merchant ever enjoyed a higher reputation for strict integrity in all his dealings than Oliver Crocker, and none better deserved it. To fulfill every duty, whether public or private, to the best and utmost of his ability, was with him a cardinal principle, and his ultimate success was a monument that may be viewed with pride by all who knew him. Mr. Crocker's most prominent characteristic was, perhaps, his wide and judicious benevolence. He was keenly alive to the wants and necessities of the people, watchful for the interests of the unfortunate, and always ready, yes, anxious to aid them in any manner to promote their comfort and happiness. No one but himself and his Creator knew of the innumerable instances where he opened his hand and his purse for the needy; and it was habitual with him not to wait for such to reach him of their own volition, but to search them out for himself. So also, highly appreciating the influence for good which intellectual culture exerts upon the habits and character of the people, he with wise generosity gave liberally to the New Bedford Free Public Library; while of every public charity he was a liberal patron. This feature of his character is one of the most attractive and beautiful that ever graced any man's personality, and will live long in the memory of his fellow citizens. Mr. Crocker's death occurred on the 23d of May, 1878.

George O. Crocker, son of Oliver Crocker, was born in New Bedford, January 17, 1814. He received his education in the public schools of his native place, graduating from the High School with credit. At the age of sixteen years he began as clerk in his father's store, and a few years later, when the latter engaged in the manufacture of oil and became interested in shipping, the son took a position in the counting-room. This enterprise not proving successful, a new firm was formed in 1837 in the same business, comprising the father, son, and the late George T. Baker, the style being George T. Baker & Co. This firm, too, after five or six years, failed; but the Messrs. Crocker at once formed a new partnership under the name of O. & G. O. Crocker, were promptly entrusted with the affairs of the old firm, assumed its debts, and in a few years paid every dollar, principal and interest. They continued in the manufacture of oil and candles, with a constantly growing interest in whaling ships, until 1852, when they sold the oil and candle works, but retained their whaling interests until about the close of the War of the Rebellion. At one time they owned fractions of about forty ships, though they were the agents of only one. "It is no disparagement to the honored father," wrote one who knew them well, "to say that the success of the new firm was mainly due to the sagacity, prudence and nerve of the son. He conquered success in

the days of the early struggle by his single devotion to the work in hand—the oil manufacture. True, he ventured largely in the whale fishery; but he knew whom to select as agents, and so reserved his force for his main business."

The firm continued until the death of the father in 1878, and the business was closed finally and wholly by the death of the son. He was not wont to accept position in institutions outside of his own business, but after his retirement from activity he accepted a directorship in the Wamsutta Mills and the Boston and Albany Railroad. But his counsel was often sought in business undertakings of importance and given much weight.

In late years of his life Mr. Crocker developed and gratified a taste for art, gathering quite a gallery of fine paintings, many of them rare gems, and they were always open to the enjoyment of his friends. He was a thorough gentleman, always accessible, ready to listen and as ready to communicate; with a memory filled with facts, a kindly wit and unfailing good humor. The charity of his father was kept up by him on the same broad principle and he was mourned by thousands who had known his kindness and generosity.

KELLEY, EZRA, the subject of this sketch, was born in Dennis, Mass., and is ninety-four years of age. His genealogical record is as follows: He was the son of Cyrenus and Jerusha Kelley, and was born September 26, 1798. His father, Cyrenus, was born February 19, 1770, and his mother, Jerusha, daughter of Judah and Mary Baker, was born September, 1767. His grandfather, Hattil Kelley, son of John O. Kelley, was born in Yarmouth, Mass., April 22, 1720, and died March 8, 1809, at the advanced age of nearly eighty-nine years. He married Hannah Wing, of Rochester, Mass. But little is known of his great-grandfather, John O. Kelley, except that he came to this country from Ireland and settled on Cape Cod.

Ezra Kelley's father was a sturdy farmer, and like his cotemporaries in the days of the American Revolution obtained his living from the hard Cape Cod soil. He belonged to that race of men, who, through the hardships and deprivations of the colonial days, developed a character for self-reliance and unswerving integrity. It was these traits of nobility that he transmitted to his children, an inheritance above the value of gold or earthly treasure.

When Ezra was eighteen years of age he left the paternal roof and sought through his own exertion to make a place for himself in the world. With a natural taste for mechanical art he apprenticed himself to Allen Kelley, of South Yarmouth, Mass., and took his first instruction in clock and watchmaking. Here he obtained sufficient rudimental knowledge to fit him, after two years' service, to enter the employ of John Bailey at Hanover, Mass. In this new field Mr. Kelley developed not only remarkable skill in his profession, but an executive ability that was to be of great service to him in his future career.

In 1820 he left the employ of Mr. Bailey and went to Venezuela, South America, and went into business for himself. He successfully pursued his avocation for several years in this new field. In 1838 he returned to his native country, and found a great change

had been wrought in the manufacture of clocks and watches. It did not, however, take long for him to adapt himself to new methods and inventions. Mr. Kelley established himself in New Bedford, and for more than half a century has been diligently employed in the business. His clocks have almost a national reputation, and are to be found in many of the households of New England. When eighty-eight years of age Mr. Kelley made a clock that for finish, style and accuracy is equal to any that ever came from his hand. It is held by one of the family as a treasure and as a sample of the rare skill of this venerable man.

A more important and by far the most profitable invention and discovery of Mr. Kelley was that of a lubricant oil, especially adapted for clocks and watches. This article he produced soon after he took his residence in New Bedford. The superior merits of "Kelley's watch and clock oils" were quickly appreciated, and their use became wider and more general as the years went by. To-day it finds a place in almost every country throughout the world. Mr. Kelley long ago passed the age at which most men cease to work, but he still exercises a vigilant supervision over his business, and thanks to the efficient management of Mr. John Wing, his son-in-law, the article for which he made a name maintains its high reputation. His oils were in the recent French Universal Exposition. He has crossed the Atlantic five times, visiting many countries.

While Mr. Kelley has made his business life a success, he has not accomplished it at the sacrifice of other things that go to make a well-rounded and useful career. Being a birthright Quaker, he was expelled from the Society of Friends for marrying Nancy Simmons, a member of the Methodist Church, with which people he was for many years identified.

Mr. Kelley was an anti-slavery man of the most radical type, and it was because of his pronounced opinions on this subject that he withdrew from the Methodist Church. It was the action of such men as he that precipitated the separation of this body into two organizations — M. E. Church North, and M. E. Church South. In his later years he has rejoined the church of his father, the Friends Meeting.

Mr. Kelley enjoys comparative good health in spite of his advanced years. His genial and kind disposition is a benediction to his many friends. He is a great favorite with the children, and by his unostentatious benevolence carries joy and comfort to the many recipients of his bounty.

Mr. Kelley married, January 30, 1823, Miss Nancy Simmons, daughter of Allen and Silence Simmons, of Hingham, Mass. She died in New Bedford, December 9, 1865, at the age of seventy-one years. They had six children, of which two are living, George S. Kelley and Joanna R., wife of John Wing. May 12, 1875, he married Abby S. Ellison, daughter of Abraham and Rebecca Wing, of Sandwich.

PLUMMER, LEANDER A., was born in New Bedford, December 22, 1824, and died in his native place September 24, 1884. He was educated in the Friends' Academy and New Bedford High School, and soon after leaving school entered the employ of the New Bedford Cordage Company, which had been founded by William J. and Benjamin S. Rotch. After serving a period as clerk Mr. Plummer acquired an in-

terest in the business, became the treasurer of the company and held that office until his death. His excellent business ability, remarkably quick perceptions, rare good judgment and prudence, his entire devotion to the industry, largely extended its operations and gave to its productions their high reputation. In his management of this enterprise and of other enterprises in which he was interested, Mr. Plummer acquired the unqualified respect and confidence of his fellow-citizens, and their trust in him was never in the slightest degree betrayed.

In the summer of 1875, with his family, he went abroad, where he spent several years in England and on the continent. On his return he gradually withdrew from active life. It was written of him at the time of his death: "It is not too much to say that while successful in business, he was greatly esteemed and widely known as an intelligent and thoroughly honorable man. Socially none was more admired and beloved, for few contributed more to the enjoyment of others. He was bright, genial and generous, and his domestic life was all that the most exacting affection of the home could demand."

Mr. Plummer was married on September 20, 1849, to Elizabeth S. Merrihew, and had the following children: Richard C., Charles W., Susan R., Leander A., Thomas R., and Henry M. Plummer.

THOMAS, SYLVANUS, was a native of Middleborough, Mass., where he was born in 1818. After availing himself of the somewhat limited educational advantages of his native place, he began his business life in the store of Hon. Peter H. Pierce, of Middleborough. But he soon (about the year 1838) removed to New Bedford, where his long business career was a marked success. Beginning trade in a small way in domestic goods, he afterwards extended into the grocery and West India trade, and still later embarked in the whaling business and the manufacture of oil. For many years and until the death of Colonel Pierce, that gentleman and Elisha Tucker, of Middleborough, were associated with Mr. Thomas in business; but the greater share of the burden of the extensive operations of the firm fell upon the latter. He was eminently capable of fulfilling his trust and both his partners had unbounded confidence in both his capacity and his integrity.

One who knew him well wrote of him soon after his death as follows: "No merchant of this city ever devoted himself more assiduously to business than Mr. Thomas, and none can leave behind a more unspotted reputation. No man could be more missed by the mercantile community, especially by the dealers in its great staple; for no one was ever more active, bold and successful in the purchase and sale of oil. For many years his annual transactions in that article were immense, and the importers were of course greatly benefited by his energy and enterprise. His death is a severe loss to our city—the loss of a man of extraordinary perseverance, of public spirit, of great probity, and of most estimable character in all the relations he bore to his fellows. He was a good man, ever ready to aid in maintaining every good cause, and recognizing and discharging the obligations which increasing wealth creates."

The formation of many of the earlier manufacturing industries of New Bedford was due to a large extent to his influence and energy, even when his means were not directly

invested; while in all matters pertaining to the prosperity of the city he was among the foremost. His career was based upon the principles of Christianity and he was long a member of the First Baptist Church. Mr. Thomas died on the 20th of November, 1866.

He was married in 1840, to Agnes J. Martin, of Rehoboth, and they had three children; S. M. Thomas, an attorney of Taunton; and two daughters.

CLIFFORD, CHARLES W.—Charles W. Clifford, son of John H. and Sarah Parker (Allen) Clifford, was born August 19, 1844, at New Bedford, Mass., being on his father's side a direct lineal descendant of Governor Mayhew, of Martha's Vineyard, and on his mother's side of Capt. Myles Standish, of Plymouth. He was fitted for college at the old "Friends' Academy," then in charge of the late T. Prentiss Allen. Entering Harvard College at the age of seventeen, he soon won the respect and esteem of his instructors, as well as his fellows, and after having borne a prominent part in all the literary and social enterprises of his time, graduated with full honors in July, 1865.

Never, from his earliest years, having a doubt as to the choice of a profession, he at once began the study of the law, which he pursued under instruction from Hon. E. H. Bennett, of Taunton, Hon. John C. Dodge, of Boston, and at the Harvard Law School, and after being admitted to the bar, in New Bedford, at the June term, 1868, began practice in the office formerly occupied by his father. Here he practiced alone until February, 1869, when the firm of Marston & Crapo was formed, of which he continued a member until its dissolution in April, 1878, since when he has been an active partner of the firm of Crapo, Clifford & Clifford, one of the two firms formed principally from the members of the old firm of Marston & Crapo.

On May 5, 1869, he married Frances Lothrop, daughter of Charles L. and Elizabeth T. Wood, of New Bedford, who died April 28, 1872, and on March 15, 1876, he married Wilhelmina H., daughter of the late Governor Crapo, of Michigan, and a sister of his partner, Hon. William W. Crapo.

While a member of the firm of Marston & Crapo, he was constantly associated as junior counsel with Hon. George Marston in the trial of important causes, the preparation of which was frequently intrusted to him, and the training and valuable experience derived from this association, soon bore its fruit in the recognition of a legal ability of a high order, and a maturity of thought and judgment, which rendered him a wise and valued counselor, and which led to his appointment as one of the commissioners to revise the judiciary system of the Commonwealth in 1876, an appointment received by the profession as one eminently fit to be made. In 1891 he received the almost unanimous support of the bar of Massachusetts for an appointment as Judge of the Circuit Court of the United States.

Loyal to the principles of the Republican party, and earnest and energetic in maintaining its integrity and influence, he has ever been found in the front rank of its active supporters, and several times as chairman of the Republican City Committee of New Bedford, as delegate to, and assistant secretary of the Republican National Convention at Chicago, in 1880; later as a member of the Republican State Central Committee of

Massachusetts, and as manager of the campaign of Hon. William W. Crapo, for the gubernatorial nomination in 1882, has shown a readiness and ability to do whatever should be required of him as a supporter of Republican principles, and in these various positions has rendered valuable service to his party.

His association with the late Charles L. Wood, his father-in-law, and one of the leading merchants of New Bedford, following upon an early inculcation of business habits and methods by his distinguished father, enabled him to obtain a practical education in affairs, such as is acquired by few lawyers, and this, coupled with a natural aptitude for business questions, has not only secured for him many clients among the business institutions of New Bedford, but has been the means of his aid and counsel being sought for in the organization of new enterprises, and in the conduct and direction of those already established and secure.

Mr. Clifford's success as a lawyer is due not less to his natural and acquired ability than to the fact that his sphere of life was determined by himself and his parents from the beginning, and it may be truly said, that he commenced the study of his profession in his earliest boyhood. To a clear, discriminating, and capacious mind and the results of earnest study under the best of teachers, he adds an enthusiastic love of the law, most vigorous and efficient action in the understanding of his causes, scrupulous fidelity to his clients in all emergencies, and a chivalrous sense of professional and personal honor. Among the younger members of the bar he preserves all the freshness and humor of boyhood, and among the seniors he sustains the dignity of a recognized equal, and his social qualities render him a most delightful companion and friend.

Mr. Clifford was Civil Service Commissioner of Massachusetts, November, 1884 to July 1888, being one of the original board which devised and established the present system in Massachusetts. He is a commissioner of the United States Circuit Court; a member of the Standing Committee upon Commercial Law, American Bar Association; one of the Standing Examiners of Applicants for admission to the Bar, Bristol County; one of the Committee of Arrangements of the 250th Anniversary of Harvard College. Mr. Clifford is president of the Southern Massachusetts Telephone Company, and of the Masonic Building Association; chairman of the Assessors of the First Congregational Society; vice-president of St. Luke's Hospital, and of the Harvard Club of New Bedford; trustee of the Swain Free School, the Wamsutta Club, New Bedford Institution of Savings, and of several estates; director of the National Bank of Commerce, New Bedford Manufacturing Company, Howland Mills, N. B. Copper Company, Rotch Spinning Company, Potomska Mills, Oneko Woolen Mills, Davis Coast Wrecking Company. He is one of the Advisory Committee of the Association for the Relief of Aged Women, and the Ladies' Branch of the N. B. Port Society. Mr. Clifford was the first president of the N. B. Opera House Association. He delivered, April 30. 1889, an oration in the Rink at the celebration of the Centennial of the Inauguration of George Washington as president of the United Stats. He made an eloquent address at the meeting of the Bristol County bar, on the death of George Marston, and delivered an address at the organization of the John Henry Clifford Sons of Veterans. He has read papers before the Unity Club upon the "McKinley Tariff" and upon "Reciprocity," and before the National Civil Service League upon "The Registration of Laborers."

Gov. John Henry Clifford, the father of the subject of this sketch, married, January 16, 1832, Sarah Parker Allen, daughter of William H. and Ruth (Parker) Allen, the latter a daughter of Hon. John Avery and Averic (Standish) Parker, who was in the sixth generation from Capt. Myles Standish. Nine children were born of this marriage, as follows: Ruth (born 1833, died 1843). Mary (born 1836, died 1842), Anna (born 1838), Edward Everett (born 1840, died 1842), Robert Winthrop (born 1842, died 1843), Charles Warren (born 1844), Ellen (born 1846), Walter (born 1849), Arthur (born 1851, died 1881). Arthur, M.D., Dartmouth 1878, left a son, Charles P. (born 1880). Walter has children, as follows: John H. (born 1879), Rosamund (born 1881), Hilda (born 1883), Randall (born 1889).

TABER, GEORGE HATHAWAY, was born in Fairhaven October 29, 1808. His ancestor, Philip Taber, came to Massachusetts in 1633-4, and settled in Watertown. In 1639 he moved to Yarmouth, Cape Cod, and was a representative to the General Court at Plymouth.

In 1650 moved to New London and from 1655 to 1663 he resided in Portsmouth, R. I., and afterwards lived in Tiverton R. I., where he died.

His wife, Lydia, was the daughter of John Masters, of Watertown, by whom he had five children, John Thomas, Philip, Joseph, Lydia.

His son, Thomas Taber, lived in Dartmouth as early as 1672. He was much employed in town affairs, and served as selectman, surveyor of highways, town clerk, and captain of militia. He was twice chosen as representative to the General Court, His house was burned by the Indians during the King Philip War 1675. Soon after he built the stone house in Oxford village, the ruins of which are still in existence.

He died November 11, 1730, in his eighty-sixth year. Thomas Taber was twice married, his first wife being the daughter of John Cooke, the last male survivor of the passengers in the *Mayflower*. She died in 1671–2. They had two children.

His second wife was Mary, daughter of John Thomson, of Middleboro, and first cousin to his first wife. (Her mother was sister of John Cooke.)

They had ten children, one of whom, Jacob Taber, was the great-grandfather of the subject of this sketch.

Jacob Taber was born July 26, 1683 and died April 4, 1773, in the ninetieth year of his age. He married Sarah, daughter of Stephen and Mercy West (daughter of John Cooke.) Jacob Taber and his wife Sarah, were, therefore, second cousins.

They had four sons, Bartholemew, Jacob, John and Stephen.

Bartholemew had three sons, John, Jacob and Bartholemew.

John Taber was the father of George Hathaway Taber, whose portrait may be found in these pages. John Taber died in 1847, and his wife, Mary Hathaway Taber, in 1858.

George Hathaway Taber was born October, 1808, in the house where he has lived during his entire life. The house was built by his father, John Taber, on land that has been held by the Taber family for more than two centuries. The original deed is still in possession of Mr. Taber and it is one of the rare historic papers of colonial times. It bears the signatures of John Cooke and John Alden, famous names in our New England history. The following is a verbatim copy.

To all to whome these presents shall come John Cooke of dartmouth in the Jurisdiction of new plim[oth] in new England yeaman sendeth greeting: and know yea that I the said John Cooke for and in consideration of the full and just sum of ten pounds of curant mony of new England to me in hand payd before sealing and deliuering of these presents by Thomas tabor of the same towne and Jurisdiction aforesaid mason with which said sum of ten pounds I the said John Cooke doe acknowledg my self fully satisfied contented and payd and thereof and of euery part and persel thereof doe exhonorate aquit and descharg the said Thomas tabor his heires executors and administrators for euer and haue by these presents freelly abosolutely bargained sold allinated enfeoffed and confirmed and by these presents doe bargaine sell enfeoff and confirme from me the said John Cooke and my heires : unto him the said Thomas tabor and his heires and asignes for euer: all that my whole sixt part of one whole share of lands both upland and meddow deuided and undeuided setuate lying and being within the township of dartmoth aforesaid : with all and singuler apurtenances and priueledges thereunto belonging or any wais apertaining with all my right and title of and into all and euery part and percell thereof to haue and to hould the aforesaid one sixt part of one whole share of lands both upland and medow land within the township of dartmoth aforesaid with all my Right and title therin or there unto the said Thomas tabor he his heires and asignes for euer to the proper use and behoofe of him the said Thomas tabor he his heires and asignes for euer to be houlden acording to the maner of east greenwich in the County of Kent in the Relme of England in free and common soccage and not in capity nor by Knights servis by the rents and servises thereof dew and of Right acustomed without the least hendderence or molestation of me the said John Cooke my heires executors and administrators allso the said John Cooke doth couenant and promise to and with the said Thomas tabor that it shall and may be lawfull for him the said Thomas tabor either by him selfe or his autorney to Record and inrole or cause to be Recorded and inroled these presents in his maiestis Court at new plymoth aforesaid acording to the useuall maner of Recording and inroling deeds and euedences and for the full and absolut confermation of the same and euery perticuler aboue spesified doe frely set to my hand and seale this twenty and Eaight day of nouember: one thousand six hundred Eaighty and two.

Signed Sealed and delivered — John Cooke [SEAL.]
In the presents of

Samuell Spuner S his marke
Jonathan Delano

the abouesaid John Cooke
apeared and acknowledged
this Instrument aboue written
to be his act and deed this: 5th:
of march $168\frac{5}{6}$

John Alden Assist

This deed is recorded according to order in ye Book of Euidences of land Enrowled
See page 388

pr Nathll Clarke Secretary

George H. Taber received such limited education as the primitive schools of his boyhood furnished, and at the age of seventeen he sailed on his first whaling voyage in the

ship *Missouri.* The vessel was gone eleven months and Mr. Taber received $100 as his part of the venture.

He then went into the merchant service and worked his way up till in 1832 he was given the command of the brig *Fornax.*

He carried cargoes of oil to Sweden and brought Swedish iron from that country.

He made several voyages out of New York both as officer and captain of different ships till 1842, when he retired from a maritime life.

For half a century Mr. Taber has been prominently identified with the affairs of his native town. He was a member of the Board of Selectmen during the years 1851–52–63–64–69–70–71–72–73–74–75–76–77–78–79 and 87, and chairman of the board for more than half of these terms.

He was assessor for fifteen years, and overseer of the poor for two years.

He is president of the Fairhaven Savings Bank, and for thirty years has been one of its board of investment.

Mr. Taber is now eighty-four years of age, in good health, and of vigorous mind, and he is still actively engaged in local business affairs.

In spite of his years, Mr. Taber has not grown old, and he retains that good nature and cheerfulness that has always brought to him the affection of childhood and the sincere respect and esteem of the people.

Mr. Taber was married in 1859 to Eliza Parker Bates. They have two children, George Hathaway and John Huddleston.

HUTTLESTON, HENRY. The earliest mention of the name Huddleston (otherwise spelled Huttleston) in American history, is in connection with a painful experience of Plymouth Colony in 1622. The colonists were in a most distressed condition, and one-half of their original number had fallen victims to the hardship and suffering that had been common to them all. The month of June found them on the verge of starvation; for six months they had lived on half allowance, and their storehouse was empty. The shellfish on which they mainly subsisted was a poor substitute for bread and meat. Their sufferings were extreme, and the outlook gloomy and discouraging. Such was the condition of affairs when the shallop of the *Sparrow* arrived in Plymouth harbor. The *Sparrow* was one of a fleet of some thirty English vessels then engaged in fishing on the Maine coast. The shallop brought letters to the colonists from England, and one from John Huddleston, master of one of the fishing vessels from the east. He was an entire stranger to them, but in his letter he notified them of a terrible massacre of 347 settlers in Virginia, which but for the exposure of the plot by a friendly Indian, would have resulted in the annihilation of that colony. Captain Huddleston urged the Pilgrims to be ready for any emergency. When the shallop returned to the coast of Maine, Winslow (afterward governor) went at the same time to purchase provisions. He was kindly received by Captain Huddleston. The latter, however, could spare but little from his stores; although such as he could furnish he gave promptly, and refused any remuneration. He gave Winslow a letter with many expressions of regard, to the other captains on the coast, who nobly followed his ex-

ample and contributed what they could. The supply of provisions obtained by Winslow was sufficient to allow each colonist four ounces of bread per day till harvest-time.

The Huttleston family is of English origin, and their name is given to one of the villages of England. Valentine Huttleston came from England to America in the early part of the seventeenth century to Newport, R. I., and ultimately settled in Dartmouth (Fairhaven). He was one of the original proprietors, and his name is attached to the confirmatory deed of William Bradford, November 13, 1694. He is first mentioned in the Dartmouth records in 1681. He died in June, 1727, in the ninety-ninth year of his age. He had two sons by his wife Catharine, Henry, born September 21, 1673, and George, born September 28, 1677. From one of these (Henry probably) was no doubt the Henry of whom we write.

Henry Huttleston was born in Fairhaven in 1768, at or near the reaidence of the late John A. Hawes. His father, Peleg Huttleston was a man of good circumstance and repute in his day, a land owner and a valuable citizen. He was born in 1741 and died in 1801. His wife, Tabatha, was born in 1743, and died in 1790. Henry Huttleston, although of limited education, early manifested great business ability. He became owner of numerous vessels, and was extensively engaged in fitting out ships for the European trade. He was a merchant for many years in his native town. He was a man pleasant to meet, of winning manners and a general favorite for his benevolence and sympathy toward suffering. During the Napoleonic wars and embargoes, and the perilous times connected with the War of 1812, he lost heavily, numbers of his ships being captured or destroyed by the belligerent European powers. He had at the time of his death several claims against the Spanish, French and English nations for captured vessels, yet only one of these claims—one against the French government—ever realized anything for his heirs. He married Rhoda Merrihew, of Fairhaven. They had seven children, Henry (deceased), Nancy (deceased), Betsey (Mrs. Charles Stoddard), Jane (deceased), Killey (deceased), and Mary, who married Rowland Rogers, March 31, 1833. She is still living in Fairhaven and is the mother of H. H. Rogers. Mr. Huttleston died in January, 1831. He was Unitarian in religion and Whig in politics.

WOOD, CHARLES L. Captain Charles L. Wood, of New Bedford, was born in Dartmouth, March 17, 1813. He was educated in the public schools of that town and at the Academy at Sandwich. At an early age he went to sea making his first voyage to New Orleans in a merchant-ship commanded by Captain James Rider. He then went as boat-steerer in the whale-ship *Braganza*, of which his father, Captain Daniel Wood, was master. His next voyage he took as mate with his brother, Captain James B. Wood, master, in a whale-ship sailing from St. John, New Brunswick. At the age of twenty-four he took command of ship *Elizabeth*, of Dartmouth, a whaler, the youngest member of the crew, and upon his return in 1842, he abandoned the sea, formed a partnership with his brother under the style of James B. Wood & Co., and became largely interested as owner and agent of whale-ships. For more than thirty years they continued in active business, and no firm ever stood higher in the confidence

of the business community, or gave more unvarying and entire satisfaction to their co-owners, and few were more uniformly successful. He died in New Bedford July 13, 1861.

For many years Captain Wood was a director in the insurance offices of the city, in the Bank of Commerce, and in the Wamsutta Mills, one of the Board Investment of the New Bedford Institution of Savings, and for three terms was a director on the part of the State of the Boston and Albany Railroad. In all these positions he rendered efficient and valuable service.

He was possessed of practical good sense, of cool, deliberate and rarely erring judgment, and while cautious and prudent was tenacious of a purpose thoughtfully formed. He was a wise and safe counselor, and many men greatly his seniors were glad to avail themselves of his judicious advice. That he filled no public positions was not due to any lack of the public's appreciation of his worth or of desire to honor him, but to his own modest estimate of his abilities and his utter aversion to anything like display.

No man was more respected and beloved, for he was one of nature's noblemen—a man of large and tender heart, quick to sympathize, and as quick to aid. Frank, sincere and true, he had troops of friends, and not a single enemy.

KOLLOCK, LEMUEL MARSELLUS. The families of this name in America are all descended from two brothers who emigrated here some time in the last century. One Cornelius Kollock, settled in Massachusetts, and the other in Delaware. The parents of these brothers were French Huguenots and the family name was spelled by them "Colloque," but when driven by persecution to Germany, the present orthography was adopted by them. The Kollock who settled in this State was by profession a sea-captain, and while journeying from Newport, R. I., to Boston, stopped at Billing's tavern in Sharon and ultimately married the inn-keeper's daughter there. From these two the family of Kollocks are descended.

Lemuel M. Kollock was born in New Bedford, March 30, 1830. His father was Lemuel, and his mother Melissa Kollock, of Canton, Mass., and his grandfather was Thomas Kollock, of Sharon. His father was a ship agent, and the first president of the Gosnold Mills, incorporated in 1848, in which office he served until 1865. He was a prominent and energetic man of affairs. Lemuel M. was educated in the public schools and high school of New Bedford and the Friends' Academy. His first business engagement after leaving school was that of treasurer of the Gosnold Mills, in which position he developed business qualities of good character. In 1865 Mr. Kollock made an important business change by his removal to New York City, where he entered largely into the coal trade, and continued it there for eight years with gratifying success. Returning to New Bedford in 1873, he continued in the same business here, acting as agent for the New Bedford Coal Company and Garfield Proctor. In this capacity he continued until his death.

Mr. Kollock was not at all conspicuous in politics, though he was public spirited and felt a deep interest in the prosperity of the city. He was chosen to the Common Council, where he served several years, and he was one year in the Board of School Commissioners. He was very active in connection with the fire department, and a

long time prominent in the New Bedford Protecting Society. His well known business ability and integrity led to his being placed in the Board of Directors of the New Bedford Five Cents Savings Bank about 1880, which office he held until his death. Besides his coal interests here Mr. Kollock associated with his father in the whaling industry and they acted as agents for several vessels, in which they were also part owners, and they built one ship—the *Helen Mar.* In all of these relations with his fellow citizens Mr. Kollock never failed to win their regard and confidence. He was open-hearted, of a cheerful temperament, and kindly nature, and drew around him many warm friends who deplored his death while comparatively in the midst of his usefulness. He died on the 3d of October, 1887.

Mr. Kollock married in 1853, Helen Mar Covell, daughter of Clement P. and Amy Covell, of New Bedford, who survives him. They had no children. Clement P. Covell was among the successful and respected sea-captains of the place and spent his whole life here.

BUCKMINSTER, JOSEPH, son of David and Dorcas Buckminster, was born in Saco, Maine, March 7, 1821. He was educated in the public schools and Thornton Academy of that city. At its completion he was employed as clerk in a dry-goods establishment and a grocery store, serving two years in each. He then went to sea four voyages in the merchant service, visiting Liverpool, Havre, and other places. A maritime life was not suited to his taste, and after four years' experience he abandoned it, and February 22, 1845, came to New Bedford. He entered the employ of George M. Eddy & Co., dry goods dealers, William Bradford, afterward the distinguished artist, being a member of the firm.

In 1850 Mr. Buckminster and a fellow clerk, William C. Macy, entered into co-partnership, and opened a dry goods store in Tallman's block, Union street. In 1853 they changed their location to a store in the building now occupied by the *Mercury* office from thence to Ricketson's block, and in 1860 to the Masonic building. The firm did a flourishing business and established one of the leading dry goods houses in the city. In 1870 Mr. Buckminster sold his interest to his partner and retired from active business life. It was not his nature to be idle and he has filled many important positions to which he has been called by his fellow citizens.

He was a member of the board of aldermen in 1867, when Hon. John H. Perry was mayor, and in the years 1870, '71, '72, and '74, when Hon. George B. Richmond was mayor. During the latter administration the temperance question was an important issue, and the harmonious action of the mayor and aldermen resulted in effective work that gained for them the cordial approval of their constituents. Mr. Buckminster was elected a member of the State legislature for 1876–77, and served on the Committees on "Claims," "Finance," and "Equalization of Taxes." He has been a member of the Union for Good Works since its organization, one of the vice-presidents for several years, and treasurer of the benevolent section of that institution, which has the distribution of that portion of the Arnold Fund which is given to the worthy poor of New Bedford, including the George O. Crocker Fund for the same purpose. That Mr. Buck-

minster fills this position with ability and discretion is shown by the fact that he has so long been continued in this responsible office. He has been for many years vice-president of the New Bedford Lyceum, and treasurer of the Liberty Hall Association since March, 1879. In whatever position of political, business or social life that Mr. Buckminster has been called to occupy, he has performed well his part, and well deserves the high respect and esteem in which he is held by his fellow citizens.

April 24, 1851, Mr. Buckminster married Mary J. Belcher, of Randolph, Mass. They had one son, Frank L., born August 20, 1852, and died August 17, 1869. Mrs. Buckminster died November 11, 1890.

SEABURY, ALEXANDER H. was born in Tiverton, R. I., November 28, 1806. He was educated in the public schools of his native town and early in life commenced his business career. When a mere lad he entered a grocery store and by diligent attention to his duties he was advanced to the position of clerk, and finally became proprietor of the establishment. The opportunities for advancement in his native town were limited and his ambition led him to seek a broader field. When twenty-seven years of age he came to New Bedford and opened a grain and provision store which he conducted for twenty-five years. From time to time through this period he had several partners, first his brother, Pardon G. Seabury, then Joseph Ricketson, and from 1845 to 1857 his nephew, Albert G. Cory.

In the latter year, William Baylies and the late Nathaniel S. Cannon, who had been in the employ of the firm, were admitted into partnership. Upon the death of Mr. Cory the active management of the concern was conducted by the new partners, though Mr. Seabury retained an interest in it, and gave the young merchants the benefit of his business sagacity and warm friendship.

Mr. Seabury extended his business operations in wider fields, and for many years successfully conducted various enterprises. He established packet lines to New York and Albany, and his vessels were constantly engaged in bringing cargoes of grain and flour to this market.

He became largely interested with men in Indiana, in the packing business of beef and pork. Much of this product was brought here and found a ready market in the fleet of whaling and other vessels belonging to this and neighboring ports.

He made heavy investments in a stock farm and other real estate near the city of Lafayette, Indiana. From 1836 to 1841 he was agent for five whaleships, and on giving up the agency Mr. Seabury largely increased his investments in the whale fishery and became part owner in many vessels. Nor did he confine his work to the enterprises here enumerated. He invested in every industrial concern started in the city, and contributed much toward establishing the city of New Bedford as a manufacturing center.

He was a leading spirit in founding the Mount Washington Glass Works and the Pairpoint Manufacturing Company. He was one of the incorporators of the Five Cent Savings Bank and for many years its vice-president. He was a director in the First National Bank, and in several of the cotton-mills in New Bedford and Fall River.

Mr. Seabury was a man of strong mind and of indomitable will, and while he was always ready to listen to argument, he was not easily turned from his convictions. He died July 17, 1887, in the eighty-first year of his age.

Mr. Seabury married Miss Louisa Crandall, of Taunton, August 23, 1830. They had one daughter, Louisa P. Mrs. Seabury was born in Tiverton, December 21, 1805. She was a woman of quiet tastes, thoroughly domestic in her habits, never caring for the pleasures of society, finding her chief happiness in her home, caring for and administering to those she loved. She died in New Bedford, March 7, 1887.

STETSON, THOMAS M., son of the late Rev. Caleb Stetson, of Medford Mass., was born in that town in June 15, 1830. He graduated from Harvard University in 1849, and studied law at the Dane Law School, Cambridge, and in New Bedford. In 1854, immediately upon his admission to the bar, he was invited to join one of the oldest law offices in State, established more than sixty years ago in New Bedford by the late Hon. Lemuel Williams and Judge Charles Henry Warren. Later the style of the firm was Warren & Eliot (the late Hon. Thomas D.,) and in 1854 it was Eliot & Pitman. Mr. Eliot's absence much of the time in Congress created the need of an additional partner and the firm became Eliot, Pitman & Stetson, continuing such a few years until the withdrawal of Judge Pitman, when it became Eliot & Stetson, and so remained until the death of Mr. Eliot in 1870. The firm was then changed to Stetson & Greene (Francis B.)

Mr. Stetson at once took high rank at the bar The law never had occasion to be jealous of him, for she never had a more faithful and devoted lover. Nothing has been allowed to interfere with his legal studies and as a pure lawyer, in mastery of the law, great principles, in affluence of legal and other learning, in exhaustive preparation of his cases, and in their clear and lucid presentation in the courts, he has no superior in Southern Massachusetts.

Mr. Stetson was married in 1856, to Caroline Dawes Eliot, daughter of the late Hon. Thomas Dawes Eliot.

WILLIAMS, HON. JOHN MASON.[1] Judge Williams was born in Taunton, June 24, 1780. He graduated at Brown University in the class of 1801; studied law in the office of Hon. Seth Padelford, of Taunton, and commenced the practice of his profession in this city in 1804. Here he remained until 1816, when he removed to Taunton, then the only shire town in the county, where he took and held a leading position at the bar. In 1819 he was appointed an associate justice of the Circuit Court of Common Pleas, for the southern circuit, and upon the death of Chief Justice Ward, of the Court of Common Pleas in 1839, was appointed his successor. This position he held until 1844, when, with all his associates except Hon. Pliny Merrick, he resigned. These resignations were owing to two facts: the reduction of the salaries of the judges by the Democratic Legislature of 1843, and the refusal or neglect of the succeeding Whig Legis-

[1] New Bedford *Mercury*, December 29, 1869.

lature to reverse that action. Judge Merrick, being a Democrat, felt bound to sustain the action of his party by retaining his position, but the best men of both parties justified the course of the retiring judges, while the regret at the loss of the excellent Chief Justice (Williams) was universal. In 1842 he received the degree of LL. D. from his alma mater, and three years later the same honorable distinction was conferred upon him by Harvard University. On leaving the bench he took up his residence in Boston, for some years filling the office of commissioner of insolvency, and finding ample and lucrative employment as a chamber counsel. In 1856 he gave up all business and removed to this city, where he resided till his death, which occurred December 28, 1869.

Judge Williams was a ripe lawyer—a *true* lawyer. He devoted to his profession his best powers. He knew that the law was a "jealous mistress," and he gave to her no divided attention; and though for many years withdrawn from practice, he never lost his interest in the profession. As a judge, and especially as chief justice, he was held by the ablest men at the bar in highest respect and esteem. His was a judicial mind—deep, clear and apprehensive. Always dignified, he was, too, ever courteous. No man ever wore the judicial ermine more gracefully; none ever kept it more spotless. He won respect by the clearness and soundness of his judicial opinions, and the affectionate regard of practitioners by his unfailing urbanity. We but echo the opinion of one of the ablest lawyers of our State, whose estimate of the deceased was an unbiased one. To the last, his mind was remarkably clear and vigorous. In 1855, then seventy-five years of age he furnished a legal opinion, which was published, upon the constitutionality of the Massachusetts Prohibitive Law; and in 1863, when past eighty, published an exceedingly able and interesting pamphlet, entitled "Nullification and Compromise: A Retrospective Review."

We remember his fervid patriotism during the War of the Rebellion; his eager interest in the movements of our armies; his confidence in our final success; and his rejoicing at the fullness of the victory, which not only assured our nationality, but purified it of the curse and crime of slavery. Only three years ago he visited Richmond, Va., and the battlefields in its neighborhood, exhibiting the relish for travel of a young man making his first journey. He was a charming old man, for he kept the heart of his youth. Of but slight physical frame, he retained his vigor of body by the simplicity and regularity of his habits. Many could say of him until within a year:

"Oft have we seen him at the peep of dawn,
Brushing with hasty steps the dew away."

We shall know him no more. But it was a happiness to know him; it is a pleasure to remember him.

At a meeting of the Bristol Bar held December 31, 1869, resolutions were passed and eulogies pronounced by Hon. George Marston, Hon. Thomas M. Stetson, Hon. William W. Crapo, Daniel Ricketson, esq., James M. Bunker, esq., and Judge Morton, all graceful tributes paid to the memory of the deceased.

THORNTON, ELISHA, was born in Smithfield, April 30, 1747, and died in New Bedford, December 31, 1816. He lived in this town about nine years.

He was not only a sound but a most attractive preacher of the Society of Friends. In the published testimony of the Smithfield Monthly Meeting it is said of him, that "he was a man of quick apprehension and capacious mind, of an edifying and instructive conversation, deeply concerned for the welfare of the whole human family; he labored faithfully in tenderness and love for an advancement in the way of holiness, and with a mind clothed with universal charity and benevolence. Rarely has a man been so generally beloved and respected among us."

PARKER, JOHN AVERY, was born in the town of Plympton, Mass., September 25, 1769, and died at his residence in New Bedford, Mass., December 30, 1853. He was a lineal decendent in the sixth generation from William Parker, who came from England and was one of tho first settlers of Scituate, Mass.

Jonathan Parker, jr., son of Rev. Jonathan and Ruth Parker, was born in Plympton, Mass., August 16, 1736, married December 5, 1765, Abigail, daughter of Dr. Pollycarpus and Mary Loring. Their children were Oliver, Pollycarpus, John Avery (the subject of this sketch), Ruth, Jonathan, Jacob, and Abigail.

John Avery Parker had very limited advantages for an education, but what he had he improved, and by reading and reflection was well informed in the current events of the day. At an early age he showed signs of financial ability and manifested a strong desire to engage in active business.

In 1795 he formed a copartnership with Lemuel Milke, of Westport, Mass., who was engaged in building vessels for the merchant service.

In 1803 Mr. Parker removed to New Bedford and located on Middle or Bridge street at the head of North Water, where he continued to reside until he built his own residence which was in 1841, refitted and enlarged for a hotel, and has since been known as the Parker House.

In 1834 he built his palatial residence on County street, where he passed the remainder of his life.

He was extensively engaged in building ships for the merchant service, many of which were subsequently fitted for the whaling business.

In 1833 he built the brick block at the foot of Middle street, now known as Parker's block.

During the war of 1812–15 he organized a company for the defense of New Bedford and was its captain.

The Merchants' Bank, now the Merchants' National Bank, was established in 1825 and he was its first president, which position he held until his death. He owned and personally superintended a cotton mill in his native town (Plympton) beside having an interest in other cotton mills at home and abroad.

Mr. Parker accumulated a large fortune. As a shrewd and energetic business man he had few equals and was among the first merchants to foster and encourage manufacturing industries in New Bedford.

Possessed of ample means, it was in the power of Mr. Parker very often to assist those who were just commencing business, and many a worthy citizen was started on a successful career by his practical help and advice.

As will be seen in the former pages of this work Mr. Parker was a cordial supporter of the common schools of the town, and his energetic influence was felt in every enterprise that had for its object the prosperity of the city.

John Avery Parker was married February 28, 1788, to Averick, daughter of Shadrach and Mary Standish, of Plympton. She was born May 2, 1772, and died May 11, 1847.

DAVIS, JAMES, was born in Rochester, May 22, 1744, and died in New Bedford, February 25, 1825.

The following extract is taken from an address by James B. Congdon at the consecration of the Oak Grove Cemetery, October 6, 1843:

"It has been stated that no ordained minister of the Gospel has died in this town. Within this enclosure (the Friends' Burying Ground) lies the dust of one, who, although a minister without the 'laying on of hands,' was one of the most faithful who ever declared the glad tidings of the Gospel to his fellow man.

"There are many among us who can never forget the venerable form of James Davis, and still less likely are any of those who heard him preach to forget those earnest, solemn, affectionate appeals which so often caused the tear of contrition to flow, and the desire for a state of purity and peace to rise into dominion in the soul."

SHEARMAN, ABBRAHAM, JR., was born April 4, 1777, in that part of Dartmouth then called Acushnet, now Fairhaven. After serving his apprenticeship at the printing business he commenced the publication of a weekly newspaper called the *Columbian Courier*. The first number was issued December 8, 1798, and the last March 1, 1805. This was the second paper published in New Bedford, it having been preceded by the *Medley*, published by his master, John Spooner. The issue of the latter ceased soon after the *Courier* was commenced. There are several volumes in the Public Library, printed by Mr. Shearman.

He became a member of the Society of Friends about the time thas he discontinued his paper.

For thirty years he was engaged in business as a bookseller. His store was at No. 45 Union street, northeast corner of North Water street.

He died December 26, 1847, establishing by his will two funds, the income of one to be devoted to charitable, the other to educational purposes.

His "Lines to Lord Byron" may be found in an early number of the *Christian Disciple*.

He was interested in the early history of the township and gathered much historic material that has found place in this volume.

HOWLAND, GEORGE, was born in Fairhaven, then a part of Fairhaven, July 12, 1781. The place of his birth was then known as a part of Acushnet, which included the territory that was after the division of the town of Dartmouth, incorporated as the town of New Bedford, afterwards divided into New Bedford and Fairhaven.

His parents subsequently resided in New Bedford.

He was early placed in the counting room of William Rotch, jr., where his remarkable aptitude for mercantile pursuits soon developed itself and led to many profitable business operations before he came of age. His career as a merchant was protracted and successful. He was the first president of the Bedford Commercial Bank, which office he held until his death, a period of thirty-six years. He was for many years a trustee of the Friends' Academy.

He died May 21, 1852, leaving behind him a large estate and an unblemished reputation.

Among his benefactions provided for in his will was $50,000 to establish a school for young females at Union Springs, Cayuga county, N. Y.; $15,000 was bestowed upon the Friends' School at Haverford, Pa., and $5,000 on a school in North Carolina.

KNOWLES, CAPTAIN JOHN P., was born in Eastham, Mass., Oct. 14, 1805. His ancestry were prominent in the annals of the town from its earliest settlement, among them being Col. John Knowles, born 1672 and Col. Willard Knowles in 1712. At the early age of thirteen he embarked, June 18, 1818, as cabin boy in the brig *Warren*, commanded by his uncle, Winslow Knowles and owned by Seth Knowles, of Boston, bound for Bahia, South America. On the return passage the vessel was wrecked on Skiff's Island shoals, off Martha's Vineyard, November 25, 1818. While off Bermudas on this voyage he had a marvelous escape from death. Falling from aloft, in his descent he barely cleared the rail of the vessel and fortunately struck the water without injury. The brig was under full sail, a breeze springing up and he unable to swim. His uncle, seizing a line, promptly sprang overboard but failed to reach him and was drawn on board. Before the vessel could be hove to and a boat lowered she was nearly a quarter of a mile away. His coolness and presence of mind enabled him to keep afloat until he saw the men descending into the boat, when, completely exhausted, unable longer to maintain himself on the surface and without hope of rescue, he bade them good-bye, threw up his hands and turning upon his back began slowly to sink. He had nearly lost consciousness when the boat, by rare good fortune, happened to pass directly over the spot. A sailor saw him, succeeded in reaching him and drew him into the boat. He met with a second shipwreck on the coast of Chili, near Valparaiso, while mate of the ship *American Hero*, in 1827. He continued to follow the seas in the merchant service for a period of sixteen years, during which, for four years, he commanded the brigs *Algerine* and *Russian* in the European and South American trade to the entire satisfaction of their owners. He married September 5, 1830, Susan Crosby, of Orleans, Mass., who bore him nine children, seven of whom survive her. She died at New Bedford, April 1, 1880. The names of the children are Mary A. (married John P. Jenney), John P. Knowles, jr., Joseph C., Daniel M., Henry M., Edward and Caroline E. (married Silvanus Bourne).

On returning from a successful voyage in 1835 he visited his brother Thomas, who had established himself in New Bedford some years before, and was persuaded to give up his seafaring life and join him in his business. From that time until 1844 the firm name was T. & J. P. Knowles, when their cousin, Joseph Knowles, who had been in their employ for several years, was admitted as a partner. The firm was thereafter known as Thomas Knowles & Co. They engaged extensively in the whale fishery, being principal owners at one time of eleven vessels, all of which were repaired, fitted and sailed for many voyages under their management. The firm continued in active and successful business for half a century. He served the city as member of the council in 1859–60, was one of the original stockholders of the Citizens' National Bank and is still on its board of directors. The subject of this sketch, though of delicate health in his youth and looked upon as marked for an early grave, has survived the dangers and hardships of the seas, his partners of so many years and numerous old-time friends. In his eighty-seventh year he still takes a lively interest in the events transpiring about him and in the management of his private affairs.

SEIP, DR. CHARLES L., was born in Easton, Pa., October 16, 1842, and was favored with a good education in the public schools of his native town and an academic course in Philadelphia. His natural inclinations and ambition led him early in life to the study of medicine, in which he persevered and after five years' work he entered the Philadelphia School of Anatomy and Surgery, graduating from the same. Dr. Seip continued his medical education in the Hahnneman Medical College of Philadelphia, and graduated in March, 1882.

He is a member of the Homeopathic Medical Society of the county of Philadelphia and also of the Massachusetts Homeopathic Medical Society of Boston, Mass.

He has successfully practiced medicine in Philadelphia, Pa., Middledoro, Mass., and took up his permanent residence in New Bedford in 1887.

Dr. Seip married Lydia Cobb, daughter of William and Mercy Cobb, of Middleboro Mass.

STICKNEY, DR. CHARLES D. The subject of this brief sketch was born in Norwich (now Huntington) Mass. His young boyhood was spent in attendance at the public school of his native town. While he faithfully improved the limited means it afforded for an education, his ambition was not satisfied. He sought and obtained an academic course, graduating with honors. At its completion he took up the study of medicine with Dr. Thompson, an accomplished physician of Northampton, Mass. He continued his studies and graduated in 1851. The following year Dr. Stickney moved to New Bedford, where he soon established a fine practice, and for twenty-five years occupied a commanding position in the profession and community. He was a member of the Massachusetts Medical Association for thirty years, a member of the Bristol County Medical Society, and for two years its president. He was physician to the board of health and quarantine physician of the port of New Bedford. Dr. Stickney spent a portion of the years 1866 and 1867 in Europe. In the autumn of 1879 he retired from

Engd. by F. G. Kerman, N.Y.

Chas L. Seip

active practice, and since that time has resided in summer at his country home in his native town, passing his winters in Florida and Washington, D. C. In December, 1856, he was married to Mary, youngest daughter of the late Oliver Crocker. They have one son, Charles D., jr.

TUCKER, CHARLES R., was a native of Dartmouth, where, on the homestead farm which has been for over two hundred and thirty years in the possession of the family, he was born on the 5th of March, 1809. He was a son of Benjamin and Lucretia Tucker, and belonged to the sixth generation of his name in this vicinity.

After leaving the Friends' School at Providence, about the year 1825, the young man became a teacher, and for about four years followed that occupation in his native town and in Westport. In the year 1830 he came to New Bedford and entered the counting-room of Isaac Howland, jr., & Co. In 1836 he began his business life, and in 1844 entered into partnership with Edward D. Mandell, and thus the distinguished and successful business house of Charles R. Tucker & Co. was established.

Mr. Tucker very early took a high position among the merchants of New Bedford. He was enterprising and successful. For the most part the firm of which he was a member confined its operations to the pursuit for which New Bedford has for so long a period been celebrated. As the business and managing capacity of the head of the firm was developed, and his fidelity to duty as the ruling principle of his conduct was universally recognized, he had committed to him many important trusts, to all of which he was faithful and in the discharge of which he won, to an extent reached by few, the approbation and regard of his associates and of the community.

His connection with the Merchants' National Bank continued for a period of more than a quarter of a century and until his death. He held the presidency of that institution for twenty-three years. His trusteeship of the New Bedford Institution for Savings was of long standing, and he held for many years and until his death a place upon its Board of Investment. Other important positions of this character were occupied by him, and in them all there was manifested the sagacity and fidelity which inspired confidence and commanded success.

There was another and more important sphere of activity and usefulness in which Mr. Tucker held a place quite as conspicuous, and in which the same reliance was felt and reposed in the soundness of his judgment and fidelity to the right. It was as a member of the Church of Christ and as a leading member and official of the Society of Friends that the light of his character and the influence of his judicious activity were the most widely felt. There is no position in the Society that he did not at some time occupy, and there was in the discharge of the various duties thus devolving upon him that sound discretion, that unselfish devotion to the right, and that clear recognition of the paramount value of the spiritual life which inspired confidence in his counsels, and gave him a large share in the administration of the affairs of the New England Yearly Meeting and many of its subordinate organizations. At the time of his death he was clerk of the Yearly Meeting, the highest official position in the Society. In his own Monthly Meeting he was an elder and overseer. His judgment and fidelity in aid of

the management of one of its trust funds, by which an unproductive bequest was changed into a bountiful source of beneficence to the needy, will long be remembered in connection with the "John West Fund" for the assistance of the worthy poor.

Although warmly and intelligently attached to the religious principles and denominational peculiarities of the Society of Friends, he had a most comprehensive charity and felt and expressed a unity in all the measures which appeared to him calculated to exalt the moral tone of society, and diffuse the blessings of the Redeemer's kingdom.

For many years he was a member of the School Board, having in charge the oversight and direction of the Friends' Y. M. School at Providence. The interests of this school, now holding so prominent a position among the educational institutions of the country, received a large share of his attention. His loss will be deeply and widely felt; but his memory, rich with the accumulation of a long life of devotedness to truth and fidelity to duty remains, and his example will give to many a stimulus to high aims and virtuous deeds that will perpetuate the benefactions of his useful life.

Mr. Tucker's death occurred on the 21st of December, 1876. On the 19th of September, 1833, he was married to Dorcas Fry, of Weare, N. H., a native of Bolton, Worcester County, Mass. She died a year previous to his decease. Their children were eight, as follows: Benjamin R., born March 14, 1835, died March 11, 1836; Benjamin, born November 20, 1836, now living in New Hampshire; John F., born August 13, 1839, died June 14, 1886, in New Bedford; Henry R., born April 18, 1842, died August 9, 1872, in New Bedford; Charles Russell, jr., born August 19, 1844, died in New Bedford February 11, 1891; Robert E., born August 30, 1846, died in California February 22, 1873; Edward T., born September 29, 1849, now a physician of New Bedford; George F., born January 19, 1852, now a lawyer in New Bedford.

GRINNELL, JOSEPH, was born in New Bedford November 17, 1788. His father was Cornelius Grinnell, who had, in the American Revolution, rendered loyal service on land and sea. After several years spent in the merchant service, he established himself in New Bedford, where he died in 1850. His mother was Sylvia Howland, to whose lovely character and steady discharge of duty, her children were largely indebted for the success and honor to which they arrived.

Mr. Grinnell commenced his mercantile life as clerk to his father and uncle on Central Wharf, in this city. At twenty years of age he was appointed deputy collector and surveyor of this port. In 1810 he commenced business in New York, in company with his uncle, John H. Howland, under the firm name of Howland & Grinnell. Their business was very successful till the war of 1812, when nearly all their vessels were captured or confiscated. In 1815 he formed a copartnership with his cousin, Capt. Preserved Fish. The firm name was Fish & Grinnell. Captain Fish continued as partner until 1825. On his retiring, Mr. Grinnell admitted his brothers, Henry and Moses H., as copartners under the style of Fish, Grinnell & Co.

Robert B. Minturn, a brother-in-law of Henry Grinnell, was admitted a partner under the style of Grinnell, Minturn & Co. In 1843 Mr. Grinnell was elected to Congress from this district to serve the unexpired term of Hon. Barker Burnell, who had

deceased, and was re-elected for three terms, making a service of eight years in the House of Representatives. His eminent practical ability and extensive knowledge of mercantile affairs made his services very valuable. A perusal of these pages will show how important Mr. Grinnell was to the development of the industries of New Bedford. Strict integrity, a prompt discharge of duty, a clear head, and strong common sense made him one of the foremost citizens of his native town. He died in 1885 at the advanced age of ninety-seven years.

WALL, WILLIAM SAWYER. William Sawyer Wall was born at Rock, Worcestershire, England, and came early in life to this country, living at first in Boston. He afterwards took up his abode in New Bedford, of which town his wife, formerly Rebecca Barnes, was a native. A member of the Society of Friends, which was one of the reasons for his leaving his English home, Mr. Wall was far from being rigid in the observance of the forms of that body, and was a man of fine scholarship and culture with a great talent for drawing. He taught school for some time in New Bedford, winning the euthusiastic love of his pupils, but ill health compelled him to abandon that pursuit. He made several visits to England, and on his return from the last engaged in the importation and sale of "Queensware," a business which was greatly injured by the war of 1812. Although an Englishman by birth, he loved his adopted home, and was much interested in everything which was done for its improvement—especially in regard to education. He died at the age of forty-eight, in the year 1815, just after the treaty of peace was signed, leaving behind him the memory of a noble and upright character, combined with the charms of grace and culture.

WALL, WILLIAM ALLEN.—William Allen Wall, son of William Sawyer Wall, was born May 19, 1801, in New Bedford in the the house yet standing on Johnny-cake Hill, and died in the same town, October 6, 1885. While a lad at school he showed a love for painting, which developed rapidly as he grew older and which was hereditary. On the death of his father, however, he was sent to Hanover to learn watchmaking from John Bailey, and in 1815 he returned to New Bedford, where he began to practice that trade and where he spent most of his life, having married, in 1823, Rhobie Taber, daughter of Joseph Russell, of Russell's Mills. Gradually he began to give more attention to painting, and in 1828 passed a winter in New York for purposes of study, following that by a year in Philadelphia as the pupil of Thomas Sully. There are in the possession of Mr. Wall's family many letters to him from Mr. Sully, speaking in the highest possible terms of his work, and urging him to go to Europe to study the coloring of the old masters, a recommendation long out of the artist's power to carry out

Many difficulties lay in the painter's way; he had to make his own brushes, stretch his own canvases, and often carry home his paints in clam-shells from the house-painter's shop; but all obstacles yielded before his ardent love for and devotion to his art, and in 1831 he was enabled to accomplish what the growing feeling of a need for

wider study had long demanded; he sailed for England. In London and Paris, Florence and Rome he worked with great diligence and delight, and with a profound appreciation of the beauty of the greatest of the works which were open to his study, which, unhappily, is not shared by all painters of to-day. In 1833 he returned to New Bedford and there spent most of his after life.

Mr. Wall was a man of much mechanical talent, and the quickness of eye and skill of hand which characterized him stood him in good stead as a painter, and combined with an excellent memory and a habit of close observation enabled him to make excellent copies of many notable works, often wholly from memory. He was also able to recall with ease natural objects, and to reproduce natural effects from notes taken on the spot with accuracy and vividness, and he was well versed in the *technique* of his profession. He painted with delight scenes from history and legend, especially of our own land, and also illustrations of those depicted for us by the poets, together with some pictures representing ideal or symbolic subjects; his portraits and landscapes in oil are many.

A few years before the first water-color exhibition in America was held Mr. Wall revived the practice of that art, which, though long disused, he had learned in England, and henceforth until the time of his death continued to produce admirable works of that kind. He dearly loved the scenery in the neighborhood of his home, whose peculiarly dreamy and poetic beauty he deeply felt, a beauty now fast disappearing in too many places before utilitarian ugliness, and he faithfully represented it in many of its varied aspects.

Although of Quaker parentage Mr. Wall and his wife were among the early members of the Unitarian Church in New Bedford, in which for many years he was an earnest and interested worker. An artist friend contributes the following:

It was the privilege of the writer to be intimately associated with Mr. Wall, both as an art student and friend for many years. Many a delightful sketching tour we have made together, and few perhaps outside of his immediate family have had better opportunities of knowing him thoroughly. He was emphatically one of "nature's noblemen." He was one of the best and truest of friends, large hearted, pure and true to his convictions of duty. Temptations which would have overcome many could not swerve him. In his home he was a model husband and father. Naturally of a genial disposition, his reading and culture, and, above all, his love of nature gave a youthful freshness and charm to his conversation which was all his own, and which even his advancing years did not diminish. His delicious sense of humor brightened and made piquant every hour spent in his society. He saw nature with the eyes of an artist and the feeling of a poet. There was no phase of landscape, no woodland idyl, dreamy brook o'er-hung with tangled bough and vine-clad drapery, moss-covered rock or bosky dell which did not appeal to him—how powerfully can now be seen through many of the lovely views he has left behind.

The limits of this will not permit a more extended notice, but it may well be said that he has left a noble record behind him, more precious than gold or riches. The world is better because such men have lived.

BEAUVAIS, JOSEPH ARTHUR, is a son of Andrew and Patience (Ricketson) Beauvais, and was born in South Dartmouth, Mass., January 21, 1824. His mother was a daughter of Clark and Mary (Wood) Ricketson, of that town. His father was a native of Bordeaux, France, the family having been reduced by the French Revolution, and to avoid conscription into Napoleon's army, which was then taking boys of twelve years of age, he was sent while quite young by his widowed mother to this country, whither his sister, wife of Capt. James Rider, of Dartmouth, had preceded him. Andrew Beauvais commanded, for many years, packet ships from New York in the New Orleans trade, and later in the South American trade, chiefly with Buenos Ayres. His uncle, James Rider, was also a successful ship-master, sailing from New York in the New Orleans and European trade. In childhood, his father and uncle, with their families, removed to New York, and afterwards to Astoria, Long Island, where his mother died. After that event, and Captain Rider having retired from his sea-faring life in 1832, the families returned to South Dartmouth, and Joseph Arthur became an inmate of his uncle's family. He was tenderly reared and educated by his uncle and aunt, to whose sterling characters, excellent precepts, and careful training he feels what success he has met with in life is largely due. Captain Rider engaged quite extensively in the whaling business in South Dartmouth, and subsequently in New Bedford, where he died.

The young man's early education was obtained in the public and private schools of Dartmouth. In 1840 he came to New Bedford and attended, for a short time, the Bush Street Grammar School, and was admitted to the High School, John F. Emerson, principal. After graduating in 1842, he entered the counting-room of Barton Ricketson, his uncle, then extensively engaged as managing owner of whaling and merchant vessels, and also of the New Bedford Iron Foundry. In 1843 he became his uncle's bookkeeper and confidential clerk, where he remained till November, 1851, when he assumed a like position in the counting-room of J. B. Wood & Co., then largely engaged in the whaling business. Here he became interested with the firm as an owner in their ships, and was at times managing owner of several merchant and coasting vessels, and he also did some business as a broker.

In 1860 he was chosen treasurer of the New Bedford Tannery Company, which built the tanning works on Court street. This enterprise not proving remunerative, after a few years the property changed hands and the corporation was dissolved. In 1867 he was chosen treasurer of the American Tack Company, of Fairhaven, and subsequently its president, which position he still retains.

In February, 1872, he severed a most pleasant and harmonious connection of more than twenty-one years with J. B. Wood & Co., and formed the firm of Beauvais & Co. (T. B. Fuller, formerly bookkeeper of the American Tack Company, as partner) and engaged in private banking. In 1874, assisted by H. A. Blood, of Fitchburg, Henry W. Phelps, of Springfield, and others, he organized the Fall River Railroad Company, of which corporation he was made president. This corporation contracted with Mr. Phelps to build the railroad from Fall River to New Bedford, and it was opened for travel in December, 1875. Within two years after the completion of the road Mr. Beauvais resigned from the office of president of the company, but continued as a di-

rector, and still holds the position. Previous to this time he had been chosen a director in the Merchants' National Bank.

In May, 1875, in connection with his partner and others, he organized the Citizens' National Bank, of which he was chosen president and Mr. Fuller cashier. To this institution the banking business of Beauvais & Co. was transferred. The bank was organized with a capital of $250,000, which has been increased to $500,000, and it is now one of the most successful financial institutions of the city. He was one of the original corporators and for some time a trustee of the New Bedford Five Cents Savings Bank, which position he resigned after a few years, but was subsequently re-elected trustee and now holds that office. In 1878 he became interested in the organization of the New England Mutual Aid Society, for life insurance on the assessment plan. Of this society he was president until the removal of the office to Boston rendered the discharge of the duties incompatible with his other engagements.

In politics, Mr. Beauvais was originally a Whig, and identified himself with the Republican party on its formation. In religious faith he is a Congregationalist. For some time he was clerk of the Trinitarian Church, and during eight years was superintendent of its Sunday-School. For many years he has been a member of the North Congregational Church.

Mr. Beauvais is in every respect the active representative business man, and his qualifications have led to his association in many prominent enterprises. At the present time (1892) he is president and treasurer of the American Tack Company; president of the Citizens' National Bank; president of the New Bedford Real Estate Association, and of the Weeden Manufacturing Co.; director in the Bennett Manufacturing Co.; director in the Union Street Railway Co.; director in the Grinnell Manufacturing Company of New Bedford; the Fall River Bleachery, the Sagamore Manufacturing Company, the Border City Manufacturing Company, the Globe Street Railway Company, the King Philip Mills and the Globe Yarn Mills, all of Fall River, and of the Taunton Copper Manufacturing Company. In all of these important trusts Mr. Beauvais has won the entire confidence and always advanced the interests of his associates; at the same time by his urbane and courteous bearing on all occasions, he has gained a wide circle of enduring friendships. His successful life, in the absence of robust health, is a vivid lesson to the young. His long and faithful service for the Wood Brothers, during which their interest was always his own, no matter at what personal sacrifice; their implicit confidence in him; their designation of him as one of the executors of a large estate and his generous reward from them in a legacy; his steady rise in the financial world and in the respect of the community where he has so long resided, all point to the fact that he who will follow a similar course will seldom fail of a similar result.

In May, 1848, Mr. Beauvais was united in marriage with Hannah Cotton Parker, daughther of Ward M. and Hepzabeth (Davis) Parker. They had one child, Louise Cecile, who married Max Ritter Von Schmaedel, an artist of Munich, and died leaving a son, Harold Parker Von Schmaedel. Mrs. Beauvais died in January, 1879, and in June, 1881, he married Mary Stetson Mendell, daughter of Ellis and Catharine (Allen) Mendell, of New Bedford.

GREENE, AUGUSTUS A., was born in Warwick, Rhode Island, on the 26th of February, 1804. His early boyhood was spent on his father's farm and in obtaining an education in the common branches at school. At the age of eighteen years he had learned the trade of house-carpenter, of Caleb Ladd, in his native place, his term of service expiring February 26, 1825. On the 29th of the same month in that year he went to Providence, R. I., where he began work as a journeyman and continued there until June 21, 1831. At this date he came to New Bedford and carried on the same business down to January 1, 1845, when he engaged in the lumber business on Leonard's Wharf, in company with Henry T. Leonard. This firm connection continued until 1850 when it was dissolved and a new firm organized under the name of Greene & Wood. Mr. Greene retired from business in 1871, but the firm name still continues.

Of tried integrity in all business relations, Mr. Greene was recognized by his fellow citizens as a man whom they could trust in municipal affairs, and their trust was never betrayed. During 1871 he was a member of the Common Council, and in 1872, 1874, and 1878 he served as a member of the Board of Aldermen, acting the greater part of the time as chairman of the Committee on Public Property and performing effective and valuable work. Under his direction all the plans and contracts for the High School-house were made, and he also superintended the construction of the building, a duty for which his life work peculiarly fitted him.

Soon after coming to New Bedford, Mr. Greene united with the First Baptist Church, by letter, from the Pine Street Church (now Central) of Providence. He was much interested in the building of the North Baptist Chapel, as shown by his purchase of the large lot of land on which the chapel stands, corner of County and Merrimac streets, and by his generosity and energy in building the chapel edifice. He also built the chapel parsonage and gave it to the society.

Mr. Greene was twice married; first to Miss Amy B. Gorton, of Warwick, R. I., who died May 22, 1876. Second, to Miss Lucy P. Parker on the 16th of October, 1877. He died on the 30th of October, 1887.

ABBE, DR. EDWARD P. Edward Payson Abbe, son of Alanson and Eliza W. (Barnes) Abbe, was born in Litchfield, Conn., November 28, 1827. He was fitted for College at Phillips Andover Seminary, and was graduated from Yale in 1848, and from Harvard Medical College in 1852. The next year he settled in New Bedford, Mass., and began the practice of his profession, which steadily increased, and has been his life work. He married, May 2, 1854, Mary Hooper, daughter of William G. and Eunice (Hooper) Blackler, of New Bedford. She came from an honored lineage. On her father's side she was descended from Thomas Gerry, esq., born in Newton Abbot, England, in 1702, and from Madam Elizabeth (Greenfield) Gerry, born in Boston in 1716. These were also the parents of Elbridge Gerry, governor of Massachusetts, and fifth vice-president of the United States. Her maternal grandfather was Hon. Nathaniel Hooper, lineal descendant of Bishop Hooper, of England, and his family has been for several generations prominent in the State. They have three children who are now living—William, Edward and Mary Hooper. Mrs. Hooper was a woman greatly be-

loved. She had great energy of character and strong self-reliance, was an earnest, active, and valued member of Grace (Episcopal) Church. She died December 18, 1881.

Dr. Abbe quietly and without ostentation pursued his profession for thirty-five years, never finding time or inclination to engage in other pursuits. He has now retired from active service, in which he was eminently successful.

He stands, to-day, high in the esteem of the leading medical men of this section, and has occupied many positions of trust and honor in the medical organizations in the State.

Republican in his political affiliations, he has never cared for official preferment. He honorably served, however, as member of the School Board five years, but has sought honors only in the line of his profession.

PERRY, JOHN HOWLAND, son of Nathaniel and Lydia (Hathaway) Perry, was born in New Bedford, November 30, 1818. His mother died when he was about four years old. John Howland, a prosperous Quaker for whom he was named, cared for and gave him an early start in life. He received his education at the Friends' Academy in New Bedford, and at the Friends' Yearly Boarding School in Providence, R. I. At the age of sixteen he gave up his books and engaged as clerk in the employ of Howland & Hussey, whom he served for two years. He then was associated with J. & T. Allen in the ship chandlery business, and at the end of two years purchased the interest of J. Allen. The co-partnership continued for three years.

In 1843 he engaged in the shoe and leather business with S. M. Burbank. In 1846 he sold out his interest to Jacob S. Parker. In 1847 Mr. Perry went into the coal, grocery and provision business at the corner of Walnut and South Water streets. In 1850 he associated himself with George Wilson, under the firm name of John H. Perry & Co., and carried on the several interests of the paint mill, coal and trucking business. They purchased the Parker House, and by the improvements made under their management, this hotel was made a model of public convenience. In 1866 Mr. Wilson retired from the firm, and Col. Samuel C. Hart came in as partner, and the business was continued till 1873 under the old firm name of John H. Perry & Co. He was a large owner in coasting vessels, and through his efforts several schooners were built and added to the New Bedford fleet. Among these were the schooners *John H. Perry, Hattie Perry, Samuel C. Hart, Benjamin B. Church, Warren B. Potter and Elisha Gibbs.* After closing his business connections in New Bedford, he moved to Boston, where he resided for ten years. He was associated as silent partner in the music publishing business with his son, John F. This enterprise was eminently successful, and many of the most popular music publications ever issued in this country were published by this house.

In politics Mr. Perry's affiliations were with the Whig party, and in the memorable contest of 1860 voted for Bell and Everett. In 1859 he was elected a member of the Common Council of New Bedford, and was the only one elected to that office by his party. He was again chosen to the same position in 1861, and served on several important committees, and in 1862 was president of the council. He was a member of the Board of Aldermen from Ward Six for the years 1863, '64 and '66. At this period

the question of introducing water into the city of New Bedford came up for discussion and action by the city government. Upon the final passage of the act in the Board of Aldermen that instituted this great public benefit, it was Mr. Perry's casting vote that carried the important measure. The criticisms upon this action of Mr. Perry's were severe at the time, but afterward the most vigorous opponents of the introduction of water gave him credit for wisdom and foresight.

In 1865 he was elected mayor of the city without opposition, an event without parallel in the history of the city. Of the total vote cast, 1178, Mr. Perry received 1167. From his inaugural address, delivered January 1, 1866, is quoted the following as indicative of the condition of affairs at this period:

"Having this day assumed the various positions to which we have been called by the almost unanimous voice of our fellow citizens, let us enter upon the work with one and the same purpose, the welfare and prosperity of our city, performing every duty promptly, conscientiously and fearlessly. Allow me to congratulate you on the happy termination of the War of the Rebellion. The strength and honor of our country have been vindicated. Peace is restored to us. The dark clouds that hung heavily over her destiny are broken and dispersed. The star of liberty again beams forth, cheering and illuminating the hopes of the oppressed of every clime. Amid the roar of cannon, the merry peal of bells, the glorious shouts of victory, came the sad intelligence of the death of the Chief Magistrate of the Union. He whom we had learned to love and reverence —he who so providentially guided our nation through the most terrible struggle the world ever saw—was removed from us by the hand of the assassin. Then again the strength, the glory of our country, the fidelity of her people, shone forth in all their greatness. Suddenly plunged into the depths of grief and mourning, every loyal heart was more firmly resolved to uphold and sustain the government."

At the dedication of the Soldiers' and Sailors' Monument, July 4, 1866, he, as the executive officer of the city, laid the corner-stone with the following speech:

"*Gentlemen of the City Council and Friends here Assembled:*

"I have the honor to report that the corner-stone of the Soldiers' and Sailors' Monument is correctly laid and rests in proper position.

"Let me assure you, this to me is a solemn and interesting occasion. You are not here at this time to celebrate battles fought or victories won; nor here to rejoice over the achievements of your arms, or to exult over the defeat of your enemies. The duties of the hour are far more noble, holy and impressive. You are here to honor the brave, to take part in the erection of a monument consecrated to the memory and honor of those brave men who went out from among you to battle for their country's cause. They return no more. They went forth by land and by sea to sustain the Declaration of Independence, to the reading of which you have just listened, and of which to-day is the ninetieth anniversary. They went forth to perpetuate that glorious independence and freedom so dearly purchased with the lives and fortunes of your fathers. They went forth for the glory and honor of their country, for the protection of your homes and liberties. They did not live to witness the glorious success of their comrades in arms, or the return of peace and prosperity to their beloved country. They are gone

home—passed away. As there is a just God, their names are enrolled on high. They sleep a sweet, an eternal peace. They are dead; their country lives; may the blessing of peace, independence and liberty be hers forever."

Mr. Perry served the city as mayor for two years, and no better compliment can be paid to his administration than that deduced from the fact that in both elections he had no opposition. Mr. Perry was a frank, generous hearted man, of strong convictions and will, and held the high esteem of his fellow citizens. He was popular with the masses, and especially so with the men in his employ. In his last illness he was gratefully affected by the tender solicitude of these men, who manifested in a practical manner their interest in him. He died October 31, 1883.

Mr. Perry was married to Harriet N., daughter of Jonathan and Cynthia (Howard) Potter. They had one son, John F. Perry, born July 24, 1850.

PRESCOTT, Dr. CHARLES D., son of Charles S. and Lavilla L. Prescott, grandson of Dudley Leavitt and Jeremiah Prescott, was born in Meredith, N. H., February 15, 1845. He attended the village school until fourteen years of age, then was one year at Wolfboro Academy, and three years at New Hampton Institution. He studied medicine at Dartmouth College under the direction of Drs. Dixi and Benjamin Crosby. Received the degree of M. D. in 1886, and was appointed assistant to the professor of Obstetrics. Came to New Bedford in January, 1887, and opened an office in Liberty Hall Building. February 15, 1871, he was married to Martha A., daughter of Thomas Knowles, esq. Their only child, Harry D. Prescott, was born November 30, 1876. In 1874 he removed his office to his residence, corner of Eighth and William streets. He was quarantine physician and physician of the Board of Health during the years 1877, '78 and '79; physician of Bristol County House of Correction from 1873 to 1879.

He was in Europe with wife and child during 1879, '80 and '81. Attended the clinics of the Paris hospitals for two years. Returned home in October, 1881, and resumed the practice of medicine. He has been an attending physician and surgeon to St. Luke's Hospital since its establishment in 1884, president of Bristol County Medical Society 1888 and 1889, member Massachusetts Medical Society, New Bedford Medical Improvement Society, New Bedford Clinical Society, New Bedford Medical Library Association, Gynaecological Society of Boston.

Mrs. Prescott died August 28, 1890.

PIERCE, OTIS NORTON, son of Susan Grinnell Cross and Otis Norton Pierce, was born in New Bedford, October 28, 1839. He was educated in the public schools of this city. After leaving the high school he entered the employ of the Wamsutta Mills. For a number or years he held the position of chief clerk of the Wamsutta Mills, and of the New Bedford and Taunton R. R., holding the latter position until the railroad was sold. In 1880 he went to Fall River as treasurer of the Border City Manufacturing Co. He was there two years, during which time he built a new mill of forty thousand spindles, doubling its capacity.

In 1882 the Grinnell Manufacturing Corporation was organized, and he was elected treasurer and returned to this city. He has been treasurer of the Grinnell Manufactur-

ing Corporation from the date of its organization. This mill has a capacity of seventy-five thousand spindles, and manufactures cotton fabrics of very fine texture of both plain and fancy weaves. It has been one of the most successful corporations in this vicinity, always paying very good dividends and the stock sells at a large premium. In 1890 he was one of the corporators of the City Manufacturing Co., and was its first president. He is a director of the National Bank of Commerce, a trustee and one of the board of investment of the Five Cents Savings Bank.

He married in 1870 Anna Thornton, daughter of Elisha Thornton, jr.

RODMAN, SAMUEL,[1] was born in Newport, R. I., November 11, 1753, and died in this city, December 24, 1835. He was a man who combined in his character many rare excellences. As a merchant he was prudent, methodical, diligent and enlightened. To do business, and to do it properly and uprightly, was with him a work which called for the exercise of high intellectual powers, constant attention and an exalted Christian aim. He looked upon the calling of a merchant as one, at the same time honorable and responsible, alike as a whole and in its details. To a late period of his life he was his own book-keeper, perfect in method and execution. It is said that he never gave a note except to the Insurance Company. In form he was tall and erect, in manners refined and courteous, in his dress a model of gentility and neatness. He was owner of the ship *Maria*, of this port, now about eighty years old, and for thirty years she had no name but his on her register. He was one of the original board of trustees of the Friends' Academy, and contributed two thousand dollars towards its endowment.

CONGDON, JAMES BUNKER.—The death of James Bunker Congdon, which occurred on the 10th of June of the current year, 1880, demands more than a passing notice. Well may his name and worth have honorable mention in the archives of the Free Public Library; for to him perhaps more than to all others is it indebted, not only for its existence, but for its continued prosperity, and for the measure of usefulness to which it has attained.

Mr. Congdon prepared and headed the petition to the City Council, which resulted in 1852 in the permanent establishment of the Library; and to his energy and untiring devotion it is due that the few thousand volumes of the old Social Library became the foundation of an institution of great public benefit, and of which the city has so much reason to be proud.

Elected a member of the first Board of Trustees—a position which he held, except during a brief interval, for more than twenty years—he watched with untiring zeal over its struggling infancy. As its hold on the community grew firmer and its usefulness broader, his watchful interest kept even pace with its beneficent development; he was constantly suggesting, and, when authority had been secured, instituting measures for its progressive advantage.

Secretary of the Board of Trustees from its organization in 1852 until near the close of his life, the annual reports of the board to the city government, always scholarly

[1] By James B. Congdon (1873).

and often ardent and glowing in their style, and which tended largely to invite and to hold the good will of the city governments and the public itself, were invariably from his pen. When the corner-stone of the beautiful Library building was laid (which fully symbolized the permanence of the institution, while it opened the way to increased usefulness), Mr. Congdon led in the ceremonies of the occasion, and delivered an address, in which he gave in detail the history of the enterprise, and foretold its success. He lived long enough to see its prosperity well assured, and to enjoy not only by himself, but through the public generally, its great and continually increasing benefits. He gave not only his services to the cause, but in 1876, having received from the city five hundred dollars for revising the charter and ordinances, he gave it as a donation to the trust funds of the Library.

Thus did he prove his interest by deeds of unselfish devotion. Yet, though his life was one of varied usefulness; while, as has been truly said of him, "No one ever wrought more continuously, ungrudgingly and unselfishly for the public weal," it is certain that no fruits of his labor were so grateful to himself, as those richly garnered in connection with the Free Public Library.

The history of his private life was not eventful, and is briefly told. He was the son of Caleb Congdon, a native of Rhode Island, who came here and was married to the daughter of Benjamin Taber. Mr. Taber was an early settler, whose house was burned by the British in the Revolutionary War. Mr. Congdon received his early education in our public schools. At the age of eighteen he became bookkeeper for Messrs. William H. and Gideon Allen, in whose employ he remained five years. When the Merchants' Bank was chartered and went into operation, he became its cashier, which position he filled with superior ability, securing prosperity and credit for that institution, honor and confidence for himself, until 1858, a period of nearly thirty years, when severe illness caused by overwork compelled him to resign.

On his recovery in the spring of the same year, he was elected city treasurer and collector of taxes. He was annually re-elected, until in 1879 advancing years warned him to relieve himself of the burden of his public responsibilities, when he resigned his post. He had been a signally faithful and competent officer. Throughout the Civil War, when the labors of the city treasurer were greatly complicated and augmented, he proved himself equal to every emergency. To his other duties—from the time of the establishment of the Acushnet Water Board, to his resignation of his office a few months before his death—he added those of registrar of the board.

The public is always ready to place responsibility on competent, trusted, and willing shoulders. Mr. Congdon did not know himself, when he thought to favor his increasing infirmities, and pass the remaining years in repose. The post of member of the Board of Health, then newly created, was offered to him, and he accepted it. He was elected chairman of the Board. He entered upon his duties with enthusiastic appreciation of responsibility and opportunity, and that spirit of conscientious fidelity which characterized all his exertions through life, and labored in his new field with intense earnestness and corresponding efficiency. The elaborate report of the board at the close of its first year was from his pen. It was the last monument of his public service.

These efforts were too much for his enfeebled frame. He made them only by force of a will that triumphed over physical suffering. On March 24, 1880, he was compelled

to resign, and on the 10th of June he died. He wrought diligently in his unselfish and benevolent work, until the evening shadows fell, and the night came when no man can work. It was fitting that at the funeral of such an officer, the public offices should be closed, and the city government should attend the services in a body; and that highly complimentary resolutions, unanimously adopted, should have a permanent place in the records of the City Council.

Mr. Congdon's philanthropy was as conspicuous as his fidelity. The kindness of his heart was never appealed to in vain. The leisure which most other men would have devoted to relaxation, he crowded with beneficent labor. He was a warm friend to the New Bedford Lyceum, giving it at all times the support of his voice and pen. He was one of the most active and efficient members of the Port Society, which has accomplished admirable results in behalf of the seamen sailing from this port. He was a trustee of the Institution for Deaf Mutes in Northampton. For eleven years he was a member of the School Committee, and then and ever after a champion of the public schools, a zealous friend of all measures tending to their improvement and to the cause of education. From 1834 to 1841, and from 1842 until the acceptance of the city charter in '47, Mr. Congdon was one of the selectmen of the town, and for many years chairman of the board. Indeed, there was no philanthropic movement in the community during his life that he was not its pronounced and active supporter, and for him to support a cause, was to mortgage to its furtherance his time and his powers. He readily responded to every demand made upon his facile pen. He wrote most of the annual reports, historical sketches, and other publications of the institutions with which he was permanently identified. His addresses, essays, and reports would *of themselves* fill a volume.

His ready pen was busy at times in other important work. He drew up the charter for the city government, which was enacted by the Legislature in 1847. He wrote most of the ordinances which from time to time have been adopted by the City Council. The historical details in the appendix to the Centennial History of New Bedford, which was published in 1876, were edited by him. He was a frequent contributor to the press in both prose and poetry; and his productions were often admirable, always creditable.

He was a dear lover of books, which he read with avidity, appropriating what was best in them with acute discrimination. It was the valuable service which books had rendered to him in the moulding of his thought and the enlargement of his culture, which intensified his interest in the Free Public Library. It was the wish of his loving heart that every soul in the community should have, "without money and without price," the same intellectual advantages which he himself had received and so much enjoyed.

His portrait, the gift of grateful friends, hangs in the main hall of the Library. It is in the most fitting place. He seems to be looking approvingly down (as if in realization of his fondest hopes) upon the Library itself, so much the work of his hands, and the volumes, so much the delight of his heart. As those who avail themselves of the advantages of an institution which he did so much to establish and foster, pass and repass that silent image, may they sometimes remember his example, and be inspired to lead lives of faithful citizenship and disinterested philanthropy. G. H. D.

GREENE, THOMAS ARNOLD.[1] Thomas A. Greene died at his residence on State street, in this city, on Saturday morning last, at one o'clock, aged seventy-four. No injustice is done to the living by the remark, that no man could have been removed from us whose loss would have been more widely and deeply felt; no one who would have been more universally and sincerely mourned.

As an instructor of youth, revered and beloved by all whose happiness it is to have stood towards him in the relation of pupils; as an enlightened and devoted friend to education, blessed by thousands of those who have been aided and encouraged by him in their efforts for intellectual improvement; as a conscientious, intelligent, firm and persevering legislator, a pioneer in those reforms in our criminal and educational legislation, which are now blessing the whole Commonwealth; as a philanthropist, whose feeling heart never listened unmoved to a story of suffering, whose hand was ever open to relieve, and whose wise counsels were always ready to aid in every effort to extend to the erring and unfortunate the blessings of temperance, purity and a sustaining Christian faith; as a scholar, ardent in his love of learning, and claiming for all high and healthy intellectual pursuits a value and enjoyment in themselves that made them their own exceeding great reward; as a lover of nature, alive to all her beauties, a skillful and devoted searcher after her secrets, and familiar with the methods by which science aids the inquirer in his labors; and above all, and as the complement of all, as a humble, faithful, self-denying and consistent Christian gentlemen, he has moved among us for half a century, a blessing and a praise to our community, an example of a rare and elevated manhood.

Thomas Arnold Greene was a native of East Greenwich, R. I. He took his name from the father of the venerable James Arnold, of this city, who was his mother's brother.

His labors as an instructor of youth commenced in 1812, when he was appointed assistant teacher in the Friends' Academy in this city, then recently opened under the charge of John Brewer, taking the place of James Scott, the first assistant.

In 1817 he became one of the principals of the institution, being associated in its management with Moses Moody. After the first year the latter left, and Mr. Greene took the entire charge, having at one time Joseph Congdon, late of this city, as an assistant.

In 1826 he was appointed a trustee of the Academy, a position which he held at the time of his death.

In 1827 he was elected a member of the General Court of Massachusetts, and was returned every year until 1836, when he declined a re-election; but he was soon called again to the same position, and was one of our representatives from 1838 to 1841, both years inclusive, thus serving in that capacity for thirteen years.

New Bedford was never more faithfully represented; and few men have served the Commonwealth as members of the General Court, whose labors have resulted in more useful and enduring advantages to the people. It was during the period of his membership, that the reforms in the arrangement and management of our prisons were in-

[1] *New Bedford Mercury* of December 16, 1867. Written by James B. Congdon.

augurated and carried through, and our prison discipline elevated from an instrumentality for the infliction of punishment to the dignity of a Christian-like effort for the reform of the violators of law. He brought to the consideration of this subject a feeling heart and an enlightened understanding. As a member of the committee on prisons he labored zealously and effectually, and his name should ever be associated with those who have aided in the great work, not yet completed, of applying the principles of humanity and the Christian faith to the moral elevation of the prisoner.

About the same time an effort, and a successful one, was made to raise up the public schools of the Commonwealth, which had fallen into a condition most deplorably inefficient. Mr. Carter, of Lancaster, found in the subject of our notice an able and a willing coadjutor; and the way was made clear for the entrance of Horace Mann upon a field of labor, in which he reaped a harvest of renown, and from which the people gathered the rich fruits of his noble effort for their elevation and advancement.

It was during his term of service in the General Court that the effort was made which proved successful, to make a half shire of the town of New Bedford. The movement was strongly opposed, but the measure was carried; and perhaps nothing did more towards bringing about a successful result than the speech of Mr. Greene. It was published in full in the New Bedford *Courier*, a newspaper then published by Benjamin T. Congdon, to whose editorial columns he was a regular contributor.

For several years, he served with much satisfaction to the people, as a county commissioner for the county of Bristol.

As a director of the New Bedford Social Library, Mr. Greene did a good work in aid of the intellectual, and moral elevation of our community. Of the five thousand volumes of valuable books which were transferred from that association to the New Bedford Free Public Library, the largest part were selected by him; and prompted by his love of knowledge and literature, he was ever anxious and active to diffuse the means of intellectual culture among the people.

He was a pioneer in the establishment of our Lyceum, one of its managers, and for a time its president. He delivered the address at its opening, which was printed, the only exercise of that character ever thus honored.

Ever ready to labor in the cause of popular education, in 1843 he accepted a place upon the school committee of the town. He served for four years under the old form of government, and when we became a city he was continued for four years longer.

In no position was his services for the public more useful or more highly appreciated. For a portion of the time, in anticipation in fact, if not in form, of the appointment of a superintendent of schools, he held in the school committee and towards the schools, a relation, the duties of which were the same.

Nor were his labors in this direction confined to the children of the public schools. While he was untiring in his efforts to give to all the benefits of a good English education, his love of a more elevated scholarship led him to lend the aid of his classical tastes and acquirements to many a youth whose aspirations for a higher cultivation had his sympathy and approval. Hundreds are now living who can testify to his zealous and unremunerated labors in their behalf, whose circumstances were adverse to an unaided effort to the attainment of a knowledge for which they were seeking.

His efforts in the cause of education and his sympathy with the unfortunate and the fallen, led to his appointment, when the Reform School at Westborough was established, as one of its first board of trustees. For six years he gave much of his time, and his affectionate spirit, his sound judgment and his practical wisdom in aid of that pioneer effort to save and to elevate the youthful offenders against the law.

As a manager, and for a portion of the time its president, his name is found upon the records of the New Bedford Port Society for nearly the whole period of its existence, over thirty years. Ever earnest, hopeful and discreet, his efforts on behalf of the seamen of our port have always been held in high appreciation by his fellow laborers in this field of philanthropic effort.

He loved nature, and never failed to devote a part of his time to the exploration of her laws and her works. In his extensive walks among the fields and forests of our vicinity, the tin case of the botanist was always his companion ; and much did it add to the pleasure of his pursuit, if he could, as he often did, find some sympathizing youth to accompany him in his rambles, to whom he could impart the glow of his own love of nature and with whom he could enjoy the pleasure she never fails to impart to her faithful votaries.

His collection of shells is one of the most valuable in our State. To gather it, has been the pleasant labor of a great part of his life.

His library, the largest private collection in our city, affords evidence of his love of science, and his success in its cultivation ; while his selections from classical literature bear testimony to his cultivated taste and of his appreciation and enjoyment of the most elevated productions of genius. He loved the beautiful in literature as in nature. With the favorite New England poet, he might say, all things beautiful

> " For evermore repeat
> In varied tones and sweet,
> That beauty, in and of itself, is good.
> No unbefitting task was mine,
> To weave those flowers so soft and fair,
> In unison with His design,
> Who loveth beauty everywhere;
> And makes in every zone and clime,
> In ocean and in upper air,
> All things beautiful in their time."

Mr. Greene was fond of his garden and loved to share with his friends the fruit and flowers that were the result of his own skill and industry. It will be remembered by those who visited the exhibitions of fruit made by the New Bedford Horticultural Society during its brief existence, how large a share of the contributions were from him. Our county exhibitions also were for many years enriched from his small, but highly cultivated garden. Of both city and county societies he was a member and an active manager.

Placed early in life in circumstances which rendered it unnecessary for him to give much of his time to business pursuits, having no children for whose training and sup-

port he was called upon to labor, and no habits or aspirations which called him to devote his time or talents to the acquisition of wealth, or of office, he gave himself up to those pursuits which yielded the highest satisfaction to his pure taste and cultivated understanding, and which, at the same time, met the demands of that love to God and love to man, which formed the basis of his character,

> "In his steady course,
> No piteous revolutions had he felt,
> No wild varieties of joy and grief.
> Unoccupied by sorrows of its own,
> His heart lay open; and, by nature tuned
> And constant disposition of his thoughts
> To sympathy with Man, he was alive
> To all that was enjoyed where'er he went,
> And all that was endured."

Mr. Greene was, by birthright and conviction, a member of the society of Friends. He *believed* in Quakerism, in its simple faith and in its simple forms; and although he had no recognized right of membership in the society whose meetings are held here, and whose head-ship is the New England Yearly Meeting, he was rarely on the First or Fifth day of the week absent from its religious gatherings; and the last rights for the departed will be performed under the care and guidance of those who have never ceased to recognize his claims to be included in the brotherhood of faith.

Upon the Yearly Meetings in New York, of those by whom he was regarded and beloved as a member in full standing, he was a constant attendant.

Wherever he was, he never failed to exhibit the simple manners of the society with which he was connected; and while in costume and speech he announced to all his consistent devotedness to the customs of the sect to which he belonged, his life-long devotion to the cause of human welfare, and his entire reliance upon the power of the Christian faith as the only effectual instrumentality in the work of man's moral elevation, gave him an unquestioned admission and fellowship into the ranks of all who are laboring in the cause of God and humanity.

Such is a brief and imperfect outline of the life and character of Thomas A. Greene. He has passed away, and there will follow him a record of good works which bless mankind and glorify God. Thousands are living to-day, better, holier, happier men, women and children, because he has lived, and lived to love and to serve his fellow men. And these are the monuments that will preserve and hallow his memory here, and these his crown of rejoicing in his mansion above.

ASHLEY, HON. CHARLES S., was born in New Bedford, on the 5th of September, 1858. He is a son of Joshua B. Ashley, a member of a firm of successful carriage-makers of New Bedford. The young man was given excellent advantages for securing an education and his natural inclinations were such that he was prompt to avail himself of his opportunities. He attended the Parker Street Grammar School a number of years and graduated from it, with the full intention on the part of his parents

that he should attend college, but he had by that time decided to follow a business career. To this end he at the age of seventeen years engaged in the market business with Fred Covell at No. 177 Purchase street, under the firm name of Covell & Ashley. Mr. Covell withdrew from the firm soon afterwards, on account of ill health, and down to the year 1889 Mr. Ashley carried on the business with constantly increasing success, extending it in the latter years into wholesale lines in smoked meats, etc. Later on he disposed of his business and in partnership with Stephen D. Pierce engaged in the clothing and furnishing goods trade at 72-74 William street, where his energy and business capacity have contributed to build up a large and growing business.

Mr. Ashley is Democratic in politics on broad and liberal lines. He has made a study of political problems and conditions which, with tastes and qualifications peculiarly fitted to labor in that field, carried him into the arena at an early age. Party lines have not been closely drawn in New Bedford for a number of years past, and candidates for city offices have received support from citizens without close regard to political faith. Mr. Ashley's public service began when he was only twenty-six years of age, when in 1884 he was chosen one of the Common Council under Mayor George Wilson. In the next year he ran for alderman in the Third ward and, although he ran ahead of his ticket, he was defeated by a small plurality. In the following year, however, he was more successful and was the only alderman elected on his ticket. Moreover, as showing his popularity and the confidence reposed in him by his constituents, it may be stated that he polled more votes than Mr. Rotch for the mayoralty. In 1887 he was again elected to the upper branch of the city government by a very flattering vote.

In the fall of 1888 a number of Mr. Ashley's friends, disliking with him the fusion movement participated in by the Citizens' party that year, urged him to accept a nomination at their hands for the mayoralty. He finally accepted, but much against his inclinations. Although defeated by a surprisingly small plurality, the flattering vote accorded him was looked upon by his adherents as a victory; and in the following year, under the same political auspices, he failed of reaching the mayor's chair by only seventy-one votes. Two aldermen were, however, elected on his ticket, and eleven members of the council which fact indicates the growing strength of the element which had placed him in nomination. In 1890 came his triumph, when his friends, not disheartened and strong in their faith in their candidate, again placed him at the head of their ticket, and he was elected mayor of New Bedford by a plurality that was highly satisfactory to his constituents.

Mr. Ashley was one of the youngest mayors the city has ever had; but his administration was characterized by vigor, independence, assiduous attention to all measures that would, in his belief, be for the welfare of the community. Of his time and labor he gave freely to the arduous and perplexing duties of the office, and gained the good will of many who had not supported him for the office by his evident earnestness of purpose and unselfishness of motives. It was his full determination to decline to stand as a candidate for a second term, but the persistence of his friends and their belief that no other available candidate would be so sure of success at the polls, finally prevailed upon him to accept. The result justified their anticipations, for he was elected by an increased plurality.

Such is a brief record of the career of one of the most popular of the younger business and public men of New Bedford. In the social life of the city Mr. Ashley is a conspicuous figure. Genial in temperament, with an unceasing flow of good spirits, and a friendly hand for all, he may anticipate a future of bright promise.

Mr. Ashley was married in November, 1879, to Miss Annie B. Luce, daughter of Thomas Luce, of New Bedford. She died on the 6th of June, 1890, leaving three children.

CLIFFORD, WALTER, son of Governor John H. and Sarah P. (Allen) Clifford, was born in New Bedford, August 11, 1849. He obtained his preparatory education in private schools, at the Friends' Academy in New Bedford, and from 1865 to 1867, attended Phillips Academy, Exeter, N. H. He entered Harvard College in 1867 and graduated in the "class of 1871."

In 1872 Mr. Clifford entered Harvard Law School, and was graduated LL. B., in the class of 1875. While keeping his connection with the Harvard Law School, he was one year a student with the law firm of Staples & Goulding, Worcester, and while there was admitted to the bar, June, 1874. From 1875 to 1878 he was managing clerk for the law office of Marston & Crapo, of New Bedford. From April, 1878, he has been connected as partner with the law firm of Crapo, Clifford & Clifford. Mr. Clifford occupies many positions of trust and honor. He is vice-president of the Five Cent Savings Bank, a director of the National Bank of Commerce, Southern Massachusetts Telephone Company, Pierce and Bushnell Manufacturing Company, a member of the pulpit committee of the First Congregational Society. He is also a member of the Somerest and Union Clubs of Boston, and of the executive committee of the Wamsutta Club of New Bedford.

Mr. Clifford is a Republican in politics and is prominently identified with every movement that advances the interests of his party. He is a member of the State Central Committee and was one of the Massachusetts delegates to the convention at Minneapolis (1892), that nominated Benjamin Harrison for a second term as president of the United States.

Mr. Clifford has always had a deep interest in the local affairs of his native town.

In 1877 and 1878 he was a member of the city council, and in 1889 and 1890 was mayor of the city.

During his administration as mayor, Mr. Clifford displayed rare executive ability. Of pleasing address, courteous and affable in manners, and always accessible to his fellow citizens, he won the good will and respect of all.

On all public occasions Mayor Clifford represented the city in a manner that elicited their admiration and pride. He is a graceful, polished speaker, always dignified and thoughtful, and he has the art of presenting his theme in a most attractive form.

He brought to the service of the city the full force of his energetic and executive mind, and his two years' service in the mayoralty were fruitful of many marked improvements in the city's affairs. During this term the Board of Public Works was established and the police signal system put in operation.

The Harrington and Division street school buildings were completed; the Dartmouth street school-house rebuilt and a new one built at Acushnut. The Durfee street engine-house was erected and other improvements made that increased the efficiency of the fire service. Pleasant street was widened from William to Elm, thus improving this great thoroughfare of the future; and while these operations were accomplished to the great satisfaction of the community, the rate of taxation was considerably reduced.

Regulations were instituted that brought the ventilation of buildings within the requirements of the State law, and other wise and beneficial enactments were passed.

The "Public bar" and "Sunday" laws were enforced, and Mr. Clifford's administration was marked for its harmonious and efficient character.

The following resolutions were unanimously adopted at the meeting of the Citizens' party when Mr. Clifford was tendered the nomination for a third term, and which, for business reasons, he felt obliged to decline.

WHEREAS, Hon. Walter Clifford has been the candidate of the Citizens' Party for two years, and has served the city as mayor during that time with marked ability and integrity,

Resolved, That we, the representatives of that party, wish to express our gratification at the success attending Mr. Clifford's executive efforts. His has been a clean, independent and energetic administration of the affairs of New Bedford, for the benefit of the whole people.

Resolved, That we especially congratulate Mayor Clifford upon his enforcement of the license law, notably the one referring to Sunday sales; we believe that under his watchful care, the law has dominated the saloons, not the saloons the law; upon the decrease of the rate of taxation, while at the same time all the needs of the various departments have been liberally cared for, and in short, for the healthy moral tone which has characterized the whole government of the city under his mayoralty.

Resolved, That it is the opinion of this committee that a continuance of this administration with Mr. Clifford at its head would be satisfactory to the citizens of the city, and the best solution of the questions now confronting its voters.

Mr. Clifford was married in New Bedford June 5, 1878, to Harriet Perry, daughter of Hon. Charles S. and Sarah (Perry) Randall. They have four children, John H., Rosamond, Hilda and Randall Clifford.

Gov. John Henry Clifford, the father of the subject of this sketch, married, January 16, 1832, Sarah Parker Allen, daughter of William H. and Ruth (Parker) Allen, the latter a daughter of Hon. John Avery and Averic (Standish) Parker, who was in the sixth generation from Capt. Myles Standish. Nine children were born of this marriage, as follows: Ruth (born 1833, died 1843), Mary (born 1836, died 1842), Anna (born 1838), Edward Everett (born 1840, died 1842), Robert Winthrop (born 1842, died 1843), Charles Warren (born 1844), Ellen (born 1846), Walter (born 1849), Arthur (born 1851, died 1881). Arthur, M.D., Dartmouth 1878, left a son, Charles P. (born 1880). Walter has children, as follows: John H. (born 1879), Rosamund (born 1881), Hilda (born 1883), Randall (born 1889).

Engd by F. G. Kernan, N.Y.

William F. Nye

UPON its highest eastern shore, overlooking the many emerald-gemmed isles and promontories of the head waters of Buzzards Bay, and with a marvelous and glowing vista of wooded hills for a background lies the picturesque village of Pocassett, the southern district of the old town of Sandwich, where the subject of this sketch had his birth, May 20, 1824. He was the second son of Capt. Ebenezer Nye and Syrena Dimmick. The very atmosphere of these breezy headlands it would seem lent their inspiration to this man of indomitable will and energy, who, now nearing the border line of his three score years and ten, is still active and of youthful vigor.

His early years were spent in caring for farm and garden about his pleasant home, and under the care and direction of the best of mothers, while his father was much of the time absent, engaged under the leadership of the intrepid Peter Storms in running the blockade of the Spanish fleet before the entrance to Lake Maracaibo, at the time Bolivar was struggling for the independence of Columbia from Spanish sway, and daring the dangers too of the Caribbean Sea corsairs and buccaneers that had plundered these sunny waters for many generations, and built their retreats of prosperous wickedness in the land-locked nooks of the Antilles. It may well be supposed that this father, who at the age of ninety-two has but just passed away from this home we have described, and which he had with his own hands and untiring industry builded seventy years before—imparted that spirit of daring to his sons that led his eldest, the late Capt. Ebenezer F. Nye to bid defiance to the pirate Sims, of the *Shenandoah*, at the time she assailed the whaling fleet in the Arctic Ocean in 1864, and also his third son, Lieut. Ephraim B. Nye, the hero defender of Fort Steadman, before Petersburg, falling there amid his nineteenth battle in the War of the Rebellion.

Mr. W. F. Nye left the scenes of his boyhood at the age of sixteen and entered the apprenticeship of one of New Bedford's oldest master builders—Prince Weeks—then located on the corner of Water and Walnut streets, afterwards with the well known firm of Braddock Gifford & Timothy D. Cook. Graduating as a skillful carpenter and working for a few years in building the fine establishments of the late William Mason, of Taunton, under the direction of one of the present master-builders of the Old Colony railroad, Earl Ryder. Then he engaged in church organ building in the old Appleton establishment in Boston. When from love of adventure he shipped as carpenter of an East India merchantman, which led him to fill a three years' engagement with the Frederic Tudor Ice Co. in Calcutta. The incidents of his sojourn in India, his adventures up the sacred Ganges, and his studies and sketches of those people in the bondage of caste would compile a volume of interest if given to the public.

The discovery of gold in California was the next all-sufficient incentive for this man of nerve, and no sooner than free from his far eastern engagement we find him on the shores of the Pacific, though not by one bound, for at this time he visits his early home to claim the favorite maiden of his school days, the eldest daughter of Aberdeen Keith, a former resident of New Bedford, to whom he was united in 1851, and purchased a home in this city; when *via* the Isthmus of Panama, which he crossed on foot, he reached San Francisco in time to utilize his skill as a builder, when the great fire had swept that early city, built of scrap board and boxes. He for some years was employed at the then $10 per day wages in erecting the first brick buildings of this

now immense city. He found it a most interesting pastime in searching out a good number of these structures during his late visit to the Pacific coast after an absence of thirty-seven years, and especially so on finding on the corner of Market and Sutter streets a lofty and magnificent iron block where he and his fellow ranchmen erected a shanty on a sand hill, in which they lived for two years of their early stay.

Returning to New Bedford in 1855 *via* the Isthmus of Nicarauga at the time Walker invaded that beautiful State with his southern followers for the purpose of extending the boundaries of the slave States, Mr. Nye settled down with his charming wife and first-born, and engaged in mercantile pursuits till the breaking out of the war in 1861; when he, as speedily as he could bring his somewhat extended business to a close, joined the army in Virginia in the capacity of sutler to the Massachusetts Artillery, and afterwards commissioned with the Fourth Massachusetts Cavalry, passing through many adventures in transporting goods to his regiments ever in front and often amid scenes of risk and daring. His resources seemed ever to bring him out upon the winning side financially, much to the chagrin of competing sutlers in other divisions who would "skedaddle" with loaded teams at any demonstration of the enemy. Mr. Nye oftener stood his ground and never but once having to leave his goods and run, and even then was more beset with bounty-jumping stragglers of our own army than by grayback guerillas.

He was with the Artillery Corps of forty-seven batteries under Major McGilvery, on the memorable march from Fredericksburg to Gettysburg, and was with the advance guard which entered Richmond on April 5, 1865, and while the city was all ablaze for one mile in extent. His regiment — the 4th Mass. Cavalry—first hoisted the flag upon the capitol building and occupied it as quarters the first night. Spreading their blankets on the archives of the State that had, in the hurried evacuation of the city, been recklessly torn from shelves and alcoves and left to feed the flames they supposed would reach them and which most surely would have but for the daring efforts of the Union troops in staying the conflagration. He had succeeded the day befor in urging his teams along with the advance squads and the morning of the 6th found him with permit in hand from commanding General Weitzel, to select a trading "Post," and he opened the first store in a rescued brick block at No. 20 Main street, and for some days he was the sole tradesman upon the streets of Virginia's capital city, and with the same permit he brought the first vessel and cargo of goods past Dutch Gap and up the James River after the evacuation of this rebel stronghold. Remaining there with his regiment during the summer of '65 and making frequent excursions for orderly duty and as escort for paymaster in various directions over the State and into North Carolina, for which purpose his regiment was distributed by companies, his opportunities were unsurpassed for taking in the distressing conditions of the people at the close of the long and cruel struggle.

After the final disbandment of the 4th Cavalry which took place on Gallops Island, Boston Harbor, in November 1865, Mr. Nye entered upon his present life work of refining and preparing the finest of lubricating oils to meet the wants of the rapid production of watches, clocks, typewriters, sewing machines, bicycles and the multiplicity of delicate machines that require only oils of the freest quality possible, and his success

has been phenomenal, so that his products are well known and stand foremost the world over.

Mr. Nye enjoyed but limited advantages of school education, only such as the winter terms of his native village afforded, but his travels in all lands and his keen observations of men and things, has stored his retentive memory with that versatility of knowledge that few possess and which render him essentially well educated, as well as a self-made man and while all generous in his nature, he ever maintains a daring independence of thought on all progressive movements and we find him in touch with all advance thinkers, even from his boyhood, avowing his detestation of anything short of a literal definition of the Declaration of American Independence, that all men (and women too) are alike "free and equal," and he heartily joined in the early anti-slavery crusade with Garrison, Phillips, Parker Pillsbury, and others, as often as they, under the auspices of our late noble citizen, Andrew Robeson, visited and lectured in our city, and up to this time with the same energy of mind and purpose to investigate, he is found with the advance army of progress, as he was with the advance army of the Rebellion, the outspoken advocate of modern spiritualism, clearly setting forth its facts and philosophy in the face of their denial by the Christian Church and to verify its claims Mr. Nye has been the chief promoter of the Onset Bay Grove Enterprise, situated at the head of Buzzards Bay where, upon oak clad bluffs, has sprung up a town of beauty and thrift and forming under the auspices of the Onset Bay Grove Association, the largest community of spiritualists yet formed in the fifty years history of its teachings; and it is there as Mr. Nye declares, that out of the past incomprehensible teachings of the laws of never ending life and eternal progress, is to come much that is comprehensible, and to use his own words, "that I am a spiritualist must be to those I leave behind me the touch that withers my memory or the ever living archway about which they can entwine earth's fragrant flowers and through which they may in gladness follow me to the evergreen shore."

GRINNELL, LAWRENCE, the subject of this sketch, was born in this city April 17, 1811, in the house at the southeast corner of Walnut and South Second streets. He was the son of Cornelius Grinnell, jr., and Eliza T. (Russell) Grinnell. His grandparents were Cornelius and Sylvia (Howland) Grinnell, and Gilbert and Lydia (Tallman) Russell.

The names of Grinnell and Russell are intimately associated with the history of Dartmouth and New Bedford. A perusal of the pages of this work will reveal the truth of this statement. It will be found that the Russells were among the very first settlers in Dartmouth, and that they were among those who suffered from the violence of the Indians at the period of King Philip's war. That the garrison on the Apponagansett River, in which the people fled to escape the savages, was named after this family. History records that during these perilous times, the twin brothers, Joseph and John Russell were born in Russell's garrison. The name of Russell is associated with the earliest days of the great industry that made New Bedford, and to Joseph Russell, the founder of New Bedford, is given the honor of being the pioneer of

the whale fishery. The name ef Cornelius Grinnell, grandfather of Lawrence Grinnell, is intimately associated with the events of the American Revolution in which he served his country on land and sea. On page 105, the reader will find an interesting incident in which he took a part.

The Grinnells have been identified with the business and political affairs of New Bedford, and have aided very materially in its financial prosperity and success.

Lawrence Grinnell was educated in private schools, and graduated from the Friends' Academy under the charge of John H. W. Page.

In 1829, when eighteen years of age, he went to New York and took a position in the counting-room of the well-known firm of Fish, Grinnell & Co. There he remained for three years when he returned to New Bedford, and established a manufactory of sperm oil and candles, on the corner of First and Grinnell streets.

To this he added a commission business and became agent for several whale-ships, among these were the ship *Euphrates*, and barks *Persia*, *Emma*, *Joshua*, *Bragdon*, and *Waverly*.

His brother, Joseph G. Grinnell, was subsequently a partner in the firm for a few years.

In 1843 Mr. Grinnell took out a policy in the Mutual Life Insurance Co., of New York, and took the agency for that company, a position he has held for half a century.

In 1859 Mr. Grinnell took the agency of the Liverpool, London and Globe Insurance Company, and in 1870 gave up other interests and devoted his whole time to the insurance business. In 1876 he took his son Richard into partnership under the firm name of Lawrence Grinnell & Son. After his son's retirement he formed a partnership with Joshua C. Hitch, which continued until the death of that gentleman in 1890, when John H. Pedro, for several years a clerk, became partner.

Mr. Grinnell has occupied several positions of trust and honor. In 1846 he became the treasurer of the New Bedford and Taunton Railroad, and held that office till 1873. He was then successively treasurer of the New Bedford Railroad until 1876, and of the Boston, Clinton and Fitchburg Railroad until 1878.

He was a member of the Common Council two years, and in 1861 was appointed Collector of Customs of the port of New Bedford, by Abraham Lincoln. He held this honorable position till March 1, 1870.

Mr. Grinnell married Rebecca S., daughter of Richard Williams, October 8, 1835. They had four children, two daughters not living, and two sons, Frederick, of Providence, inventor of the Grinnell Automatic Fire Extinguisher, and president of the Providence Steam and Gas Pipe Company; and Richard, now living in Pasadena, California.

HADLEY, FRANK R., was born in New Bedford, April 15, 1850. He is the son of Jacob B. Hadley, born in Concord, Mass., July 10, 1814, and Ann E. (Leathe) Hadley, born in Lynn, Mass., March 10, 1819. They had seven children, George T., Eugene J., Ann E., Frank R., Thomas L., John D., and Lizzie J.

The family moved to Fairhaven, Mass., in 1857, where Frank R., the subject of this sketch, was educated in the public schools, graduating from the Fairhaven High School.

In 1864 they removed back to New Bedford, where he finished his education with a three years course in A. L. Gleason's private school. He then entered as clerk in the office of Messrs. Pierce & Hadley, oil manufacturers. For a short time he was in the printing office of Walter Wheaton, and then entered the employ of James E. Blake, as druggist's clerk. For five years he diligently studied the business and became thoroughly acquainted with its details. In January, 1873, Mr. Hadley was admitted into equal partnership, the new firm being called J. E. Blake & Company.

March 1, 1879, Mr. Hadley withdrew from the firm, and purchased the drugstore of William P. S. Cadwell, corner Purchase and William streets. For twelve years he conducted a successful business, and in May, 1891, sold out to the Wright Drug Company, of which Mr. Hadley was president.

In 1888 Mr. Hadley became interested in cotton manufacture, and under his management the subscriptions for stock in a Yarn Mill was projected. The enterprise was undertaken under great difficulties, but by perseverance and skillful conduct it was carried to a complete success. In February, 1889, the Bennett Manufacturing Co. with a capital of $250,000 was organized, with Col. Samuel C. Hart president, and Frank R. Hadley treasurer. The capital stock was soon increased to $300,000, and a substantial brick mill was built on the shore of the Acushnet River, north of the Coggeshall street bridge. In February, 1890, Colonel Hart resigned, and Mr. Hadley was chosen president and treasurer of the corporation, which positions he holds at the present time. The capital stock was increased to $700,000, and a second mill was built in 1891, the entire capacity of the two mills being 108,000 spindles. Under the wise supervision of Mr. Hadley the enterprise has been highly successful, and the stock is considerably above par.

It is understood that a new enterprise is being organized under the management of Mr. Hadley, for the manufacture of a fine quality of hosiery yarn. It is to be called the Columbia Spinning Company, with a capital of $500,000.

February 23, 1874, Mr. Hadley was married to Susan E., daughter of James D. Driggs, of New Bedford.

TABER, ELLERY T.—Ellery Tompkins Taber, son of Timothy and Peace (Kelley) Taber, was born in Fairhaven, Mass., August 9, 1809. His father was a painter by trade, and followed the sea. He was on the sloop *Thesis*, bound for Savannah, when that ill-fated vessel was capsized in a squall in November, 1809, and with the rest of the persons on board was lost. Thus at the early age of three months Ellery was left an orphan. Mrs. Taber, the mother of Ellery, was descended on her mother's side from the Wood family, which was one of the historical families of the town, and like the Tabers, largely connected with its history.

Ellery was taken home by his father's sister, Mrs. Mercy Tompkins, and was given the name of her husband, Ellery Tompkins. Mr. Tompkins was a carpenter by trade, and in his pleasant family Ellery remained until he was thirteen years of age, receiving instruction in the public schools. He then shipped on board the sloop *Julia Ann*, plying between New Bedford and Albany and New Bedford and New York, and continued on her for four years. He next shipped as foremast hand on ship *Millwood*, a

whaler bound for Brazil Banks. The voyage lasted one year, and he remained on her for another voyage of the same length. His third voyage was on ship *Leonidas*, as boat-steerer for eighteen months. He was next third mate of ship *Meteor*, of Hudson, on a voyage of eleven months to Tristan d'Acunha. Then we find him first mate of the *Alexander* for a ten months' voyage, and from this he went in the same capacity on the good ship *James*, of New Bedford, going to the Indian Ocean and Mozambique Channel. After this voyage of nineteen months he was promoted to master of the same vessel, and remained her captain for three voyages. He next took command of the *Montpelier*, of New Bedford, and made a long cruise in the Indian and North Pacific Oceans.

In 1846, having acquired a competency, he retired from active life and has since resided in his pleasant home in his native town. His seafaring life was not only successful financially, but it was fortunate. He never was shipwrecked, never had the slightest accident, and during his numerous voyages lost but one man. He married (first) in 1836 Emily, daughter of William and Emily Taber White, of Fairhaven. She died in 1842, and several years after her death he married her youngest sister, Maria. Mrs. Taber is a lineal descendant of Peregrine White, of *Mayflower* birth. Her great-grandfather lived in Freetown, where her grandfather, William, was born. He moved to Fairhaven, was a blacksmith, and very prominent in business circles. He built, probably, the first cotton factory on the Acushnet River. His six sons became manufacturers. His son William was father to Mrs. Taber.

Mr. Taber was a Unitarian in belief, and was a warm and generous supporter of the church of that faith in his native town. His townsmen twice entrusted him with the office of selectman. He was a quiet, unassuming man, and his life aptly illustrates what can be accomplished with steady, persistent effort by a poor, uneducated youth, relying on his own exertions. He died at his home in Fairhaven.

BRADFORD, WILLIAM.[1]—"Have you ever visited Mr. Bradford's studio?" I had to confess to my friend that I had not.

"Well, you had better go." And I went.

The silver-haired, kindly-faced artist gave me a cordial welcome, and showed me some of his remarkable Arctic paintings. But I soon became more interested in his life. Knowing that he had such experiences as seldom fall to the lot of man, I one day urged him to tell me his life-story. And this is what he told me, with the privilege of telling it to you.

"I was born in this town (Fairhaven, Mass.), up near the head of the Acushnet River, sixty-five years ago. Father kept a store and was not very well to do for many years, and my education was quite meagre. I early felt a desire to paint, but had no idea that I would ever do anything very special in this line or make it a life calling.

"In my youth I became a clerk in a dry goods store in New Bedford, and years later was taken into the company. But all this time my love for drawing was growing stronger. Alone and unaided, I copied all the drawings in an English drawing-book nearly four times through. I kept at it without any master, often till midnight. That is the way I first learned my art. No, I've picked up about all I know of painting.

[1] By Rev. F. H. Kasson, A. M.

"After a time I started a wholesale clothing establishment in New Bedford, and began furnishing clothing and other necessary supplies to the men going out in whaling ships. This was about 1852. But I spent too much time in painting to succeed. . .

"About the time father and I failed, I began making drawings of whaling vessels. The first money I received was twenty-five dollars for a drawing of the whaler, *Jireh Perry*. Then Captain Gliddon, of Boston, gave me an order to paint a vessel. A little later Thatcher Magoon gave me one hundred dollars for a large picture, about four feet long. And William Baker paid me, I think, one hundred and fifty dollars for another large one. This was about the year 1856. Then for eighteen months I painted portraits of whalers and merchantmen, till the broadside of a vessel grew absolutely loathsome to me. My studio was a little building on Union street." . . . .

Mr. Bradford had taken some lessons of instruction from a Dutch artist named Van Beest, who soon accepted Mr. Bradford's offer and came and worked in his Fairhaven studio for two years. Van Beest—whose work was in India ink, and whose sepia drawings were very fine—was a great help to the young artist. Often they worked together, Van Beest painting the sky and water, and Bradford painting in the vessels.

Later, Mr. Bradford went to Boston, and after spending the summers along the shores of Swampscott and Nahant, passed the winters in his studio, at the corner of Tremont and Bromfield streets. But those were bitter years for the proud-spirited artist. For three years he earned very little. His pictures would not sell. Williams & Everett, who did so much in those days to encourage struggling artists, helped Mr. Bradford to the extent of several hundred dollars. But very little money came in; only once in a great while a picture was sold for perhaps twenty-five dollars. However, deliverance was at hand.

One day Benjamin S. Roach walked into his studio and said that he wanted one or two of Mr. Bradford's pictures for some friends. "I'll take that one on the easel and give you fifty dollars for it. I like that." "Oh, but that is promised to an auction." "All right. Let it go, and I'll go there and buy it. And that one, over there, I'll take that, too. Send them both to the auction and I'll buy them there."

So to the auction they went. At the sale Mr. Roach was on hand with one or two friends, and the bidding was spirited. Finally, Mr. Roach secured one at eighty-four dollars, and the other at seventy dollars. And these latter prices he insisted on paying the artist. One of these pictures went into the home of James Lawrence, and the other of Augustus Lowell. After that Mr. Bradford's pictures began to sell. Henry Sayles and Doctor Sharp each took one at two hundred and fifty dollars. And others followed.

But now the reading of Doctor Kane's books fired the artist with an uncontrollable desire to go to the Arctic regions. Then came the question how to raise the necessary funds. His first determination was to go to Labrador. The more he thought of it the more his soul became aflame with this absorbing desire. . . . . .

One day a Boston gentleman, Dr. J. C. Sharp, who had visited Mr. Bradford's studio and had had several conversations with him as to his purpose of going to Labrador, came in and said, quietly: "Mr. Bradford, I'm thinking that you had better go now. And for that purpose I have just fifteen hundred dollars in the bank." . . . .

Just as the clouds of war were darkening over the land, in the last days of April, 1861, the enthusiastic Quaker artist (now thirty-eight years old), sailed away from Boston in a one hundred and twenty ton schooner for Labrador—and fame.

In a little over two weeks he reached Labrador, and anchoring amidst the icebergs, began sketching and securing photographs. After four months spent in this way he sailed for home. A new phase of nature had now opened before him. He was able to offer to his countrymen a unique kind of superb paintings. And they grew rapidly in favor with the public.

Each summer for six successive seasons, Mr. Bradford went to Labrador to increase and improve his stock of artistic material. On these northern trips he went as far up as Hopedale, a Moravian station above Cape Chudley.

Among William Bradford's warmest Quaker friends was the genial poet, John G. Whittier. The artist's famous Labrador labors fired the poet's heart and called forth the beautiful tribute ("To W. B.") with which the poem "Amy Wentworth" opens. It was right in war time, which leads the poet to thus address his artist friend:

"So, thou and I
Nursed in the faith that Truth alone is strong
In the endurance which outwearies Wrong,
With meek persistence baffling brutal force,
And trusting God against the universe,—
We, doomed to watch a strife we may not share
With other weapons than the patriot's prayer,
Yet owning, with full hearts and moistened eyes,
The awful beauty of self-sacrifice,
And wrung by keenest sympathy for all
Who give their loved ones for the living wall
'Twixt law and treason,—in this evil day
May haply find, through automatic play
Of pen and pencil, solace to our pain,
And hearten others with the strength we gain.

* * * * * * *

And while, with hearts of thankfulness, we bear
Of the great common burden our full share,
Let none upbraid us that the waves entice
Thy sea-dipped pencil, or some quaint device,
Rhythmic and sweet, beguiles my pen away
From the sharp strifes and sorrows of to-day.
Thus, while the east-wind keen from Labrador
Sings in the leafless elms, and from the shore
Of the great sea comes the monotonous roar
Of the long-breaking surf, and all the sky
Is gray with cloud, home-bound and dull, I try

To time a simple legend to the sounds
Of winds in the woods, and waves on pebbled bounds,—
A song for oars to chime with, such as might
Be sung by tired sea-painters, who at night
Look from their hemlock camps, by quiet cave
Of beach, moon-lighted, on the waves they love.
(So hast thou looked, when level sunset lay
On the calm bosom of some Eastern bay,
And all the spray-moist rocks and waves that rolled
Up the white sand-slopes flashed with ruddy gold.)
Something it has—a flavor of the sea,
And the sea's freedom—which reminds of thee."

William Bradford was now anxious to win greater laurels. His magnificent paintings of Labrador scenery had but whetted his appetite for Arctic explorations. They had made him known as the first painter in his special field, and had brought him in considerable money. For one superb view—"Sealers Crushed Among the Icebergs"—previously referred to in connection with Nathan Breed's name, Le Grand Lockwood, at that time a generous New York millionaire and patron of art, had paid Mr. Bradford ten thousand dollars. He was now anxious to go to the coast of Greenland. But this would require an outlay of thirty thousand dollars. In this emergency Mr. Lockwood stepped forward and offered to bear twenty thousand dollars of the expense of the expedition. The way being thus opened, Mr. Bradford chartered a staunch English steamer, *The Panther,* an Arctic sealer of three hundred and seventy-five tons burden, and loading her with five hundred tons of coal, steamed away from St. John's, Newfoundland, for Greenland. This was July 3, 1869. He was accompanied on this expedition by Dr. I. I. Hayes, the famous Arctic explorer (for whose company and services he paid him fifteen hundred dollars in gold), and five other young men. This expedition, which went as far north as Melville Bay, was exceptionally successful, and made Mr. Bradford's name famous on both sides of the Atlantic as the great painter of Arctic scenery.

This voyage also brought out the sterling qualities of Mr. Bradford's nature. He can be firm as a rock on occasion, as the following incident will show: The weather suddenly grew cold and their situation began to grow critical. The question arose whether to steam ahead into a fiörd, or to try to get back through the thickening icebergs. A conflict of authority arose between the captain and Doctor Hayes. The latter declared that they should go forward and enter the fiörd. The captain said: "I can see by the action of the water that there are many sunken rocks there. If we strike on one of those we are gone. I don't dare to force my vessel in there. But I know this vessel. I built her, and I know I can steam her out safely between those icebergs." But Doctor Hayes said: "No! The only thing to do is to run the vessel up into that fiörd."

Then Mr. Bradford spoke up: "Captain, you know this vessel. You built her; you know what you can do. Now I place the responsibility upon you. Go ahead and do your best."

Doctor Hayes said: "Then you've no further use for my services?" "No, sir, not just now. The captain will command this vessel to-day." He turned on his heel and went off. Capt. John Bartlett, a big six-foot Englishman, with great skill and dexterity, guided his ship back through the icebergs till they reached a place of safety. The next morning Doctor Hayes acknowledged that Captain Bartlett had been in the right, and said: "Oh, if I had had such a six-foot Englishmen as you are, what could I not have done in my arctic explorations!"

When Mr. Bradford reached New York in November, 1869, bad news awaited him. His kind friend, Le Grand Lockwood, after one payment of twenty-five hundred dollars, had failed, and he was left with twenty-two thousand dollars indebtedness and nothing to pay it with. But D. Willis James and other good friends gathered around him and his own splendid pluck carried him through. The debt was ultimately paid.

About this time he met Lord Lorne, who took a great interest in his work and strongly urged him to go to England. He did so, and met such a reception as is seldom accorded to an American artist. He received a commission from Her Majesty Queen Victoria, and the picture is now in the library at Windsor Castle. This painting is entitled "The Panther off the Coast of Greenland under the Midnight Sun." His pictures also grace the galleries of Princess Louise, Lord Dufferin, the Duke of Argyle, the very wealthy Duke of Westminster, Baroness Burdett-Couts, besides Baron Rothschild of Paris, and many other notables.

In England he was warmly received by such men as Tyndall, Lord Lindsay, Sir Henry Holland, and Sir Roderic Murchison. He was invited to speak before the Royal Institution and the Royal Geographical Society of London. In 1873, Messrs. Sampson Low, Marston, Low & Searle, of London, published his superb volume, "The Arctic Regions." It is a book 25x20 inches in size, bound in morocco extra, all gilt edges and covers, and sold at one hundred and twenty-five dollars (twenty-five guineas) per copy. Both the text and the one hundred and forty-four photographs illustrating this magnificent work are by the artist. It was brought out under the patronage of Queen Victoria, the Duke of Argyle, Lord Dufferin, Tyndall, and other distinguished men of London. The edition was limited to three hundred and fifty copies, though more might have been sold.[1]

During the last fifteen years Mr. Bradford has traveled extensively in this country, and has kept his brush almost constantly employed. He spent seven years on the Pacific slope. The Yosemite Valley and the Mariposa Valley of California were thoroughly studied, as well as the Sierra Nevada range of mountains. He is still hard at work and reaping the fruits of victory. His grandly impressive paintings may be found clear across our country, from Boston to San Francisco. And many of his best works grace English collections. His winters are passed in New York city, but the summer finds him back in the haunts of his childhood. Here his studio is in the upper part of a roomy old building, facing the Acushnet River and looking down across a portion of Buzzard's Bay. And here, surrounded by his paintings, one may often find him busily at work, pallet in hand, at 6 o'clock in the morning. He delights to

[1] One copy is in the New Bedford Library.

work in the cool of the morning, and later in the day to chat with his friends. As, with stooping shoulders and bowed head, the artist turns his keen blue-gray eyes to the creation before him, we cannot but wonder at the great results which the modest, upright, high-souled man has reached under very adverse circumstances. We rejoice that now the evening sky has for him a silver lining. . . . .

In recent years Mr. Bradford has spent some time lecturing about the Arctic regions. He gave a series of six lectures, entitled "Glimpses of the Arctic Regions," before the Lowell Institute of Boston. These lectures discuss the discovery of America by the Norsemen--a wonderful people who were blotted out of existence some centuries ago; different phases of life and nature in the far North; the Greeley expedition and its relief expedition. These lectures are exceedingly interesting and are illustrated by scores of photograpic views, many of which were taken by the artist himself.

Mr. Bradford is also an exceedingly benevolent, Christian man, and is doing good continually. And thus, in many ways, this intense, conscientious, unassuming painter is busily at work advancing his art and serving his fellow-men.

> Nay, I think
> Merely to bask and ripen is sometimes
> The student's wiser business; the brain
> Will not distill the juices it has sucked,
> To the sweet substance of pellucid thought,
> Except for him who hath the secret learned
> To mix his blood with sunshine, and to take
> The wind into his pulses.—*Lowell.*

Mr. Bradford married Mary S. Breed, of Lynn, December 15, 1847. They had two children, Esther Hacker, born April 17, 1849, died March 3, 1856, and Mary Eastman, born August 9, 1857.

Mr. Bradford died April 25, 1892, in his sixty-ninth year.

SNELL, DAVID A.—The subject of this sketch was born in the year 1827, in the town of Dedham, Mass. His parents were Anthony and Elizabeth (Davis) Snell. He was the oldest of ten children, whose parents, after many changes, settled down at farming in the town of Bristol, R. I.

In those days it was difficult, if not impossible, for any but the rarely gifted and wealthy to obtain an enlarged book education, and David had little time or opportunity for such study; but he early learned to read human nature, and to understand that success in life comes only to the diligent and pains-taking. Endowed with an active, sanguine temperament, it is not strange that a farmer's vacation had no attraction for him, and that he should seek employment in a cotton-mill in a neighboring town, where at the early age of seventeen he was made overseer.

This experience opened for him a broader outlook, and he soon began to plan for himself an independent future. To this end he familiarized himself with the working operations of machinery, and then made himself thoroughly acquainted with the bak-

ing business, from its initial steps upward, till in a short time he was competent to conduct an establishment at Edgarton, Martha's Vineyard.

In 1857 he removed to New Bedford, purchasing the plant and good-will of Jacob B. Hadley on South Water street.

In 1859 he sold out to C. D. Capen, and leased the Granite building, corner of Water and Rodman streets, which he supplied with the best approved machinery then invented.

Two years later the war of the Rebellion broke out, and Mr. Snell at once utilized the entire capacity of his works in furnishing bread for the army, his contracts with the government equaling if not exceeding those of any other manufacturer in the country, whilst the quality of the bread made it a favorite wherever it went. Soldiers in the camp and on the field sent many testimonials to its excellence in grateful appreciation. The war over, the old manufacture of the varied product was resumed, Mr. Snell keeping always abreast with the advancing tide of each new invention both in machinery, and in the quality and combinations of bread-making material.

To the personal supervision of his business, always characterized by push and persistency, Mr. Snell's success is no doubt largely due. He is emphatically one of America's "self-made men." He believes with poor Richard that a penny saved is a dollar earned; hence prudence and economy have been his guides. He believes with poor Richard, "if you would have a good servant, serve yourself," so, understanding the work to be done, he knows how much to require of his employees, whose faithful service his sense of justice richly appreciates and rewards.

ELLIS, LEONARD B., is the son of Caleb L. and Abbie D. (Hathaway) Ellis and was born in New Bedford, August 11, 1838. He was educated in the Bush Street Grammar School and a three years' course in the High School under John F. Emerson. He entered the employ of his father and in 1859 was admitted to partnership with him in the cooperage business. The paralyzing influences of the Civil War naturally reduced the hitherto prosperous business of the firm, and the subject of this sketch sought other employment.

He engaged in the manufacture of art goods, employing a number of workmen, till in 1866, when he purchased the Picture and Frame Establishment of Orlando J. Marvin, 76 William Street, and for twenty-five years conducted the business at that place. In January, 1891, he moved to his present quarters, at 114 William street.

He married December 14, 1859, Patience E., daughter of Asa L. and Emeline Allen. They have two adopted daughters, Abby Millie, and Nora Leonard, orphan children of his sister Abbie P. and Robert L. Crossman.

TAYLOR, WILLIAM H., was born in Newport, R. I., January 6, 1800, and died in New Bedford September 13, 1880. When a lad he was employed in the drug store of his father, and in 1816 he moved to Providence, R. I., and took a situation in a store. He soon returned to Newport, and was appointed clerk in the Custom House. In 1821 he was appointed deputy collector of customs at Bristol, R. I., and in 1829 re-

ceived the appointment of deputy collector of the Custom House at this port. In 1843 he resigned the position to take the secretaryship of the Mutual Marine Insurance Co., an office which he filled for twenty years. Soon after, the Ocean Insurance Company was formed and he held the office of president and secretary until it closed business in 1878.

In all matters of public interest Mr. Taylor took an active part. He served in the Board of Aldermen, was for fourteen years a member of the School Committee and for some time its chairman, and chief engineer of the fire department in 1844.

He was one of the charter members of the New Bedford Port Society, one of the Board of Management and for many years its secretary. He was also president of the Bristol County Insurance Company. He discharged the duties of all the positions to which he was called with exactness and fidelity. An intimate friend said of him: "No one ever questioned his probity; nor will any one who knew him, now that his work is done, hesitate to say that he was a good man, true and faithful in all the relations of life."

MORGAN, CHARLES WALN, was born in Philadelphia, September 14, 1796, and died in New Bedford April 7, 1861. He came to this city many years ago, and soon occupied a prominent and influential position in the community as an active and intelligent merchant, in which pursuit he was successfully engaged. He was interested in the development of the city, and his influence was felt in all organizations that advanced its moral and intellectual affairs.

His character was marked with the utmost probity and bountiful liberality. Among the benefactions in his will was the gift of $1,000 to the Free Public Library.

PARKER, WARD M., was born in Falmouth, Mass., June 18, 1784, and died in New Bedford, August 6, 1881. In early life he was engaged in the coasting trade, commanding a vessel running to Charleston, S. C. He secured the confidence of the leading merchants and business men at that port, and his operations were uniformly successful. The War of 1812, with the embargo, broke up his coasting business at the South, but this did not dishearten him. For several years he was engaged in procuring live-oak timber in Florida under contracts with the government, and soon after embarked in the whaling business at Wood's Holl, where he built the ship *Bartholomew Gosnold.* On the 12th of June, 1838, Mr. Parker removed to this city, though for a few years he continued his agency of the *Gosnold*, which was fitted at Wood's Holl. He then retired from active business, devoting himself to the care of the handsome property which he had acquired, and which, under his shrewd management, grew to a large estate.

For nearly forty years he was director in the Marine (now First National) Bank, and for many years was in the direction of the New Bedford and Taunton Railroad, the Gas-light Company, the Commercial Insurance Company, the Taunton Copper Company and its president for many years, and the Taunton Locomotive Works.

MANDELL, THOMAS.[1]—Thomas Mandell was born in Fairhaven, August 9, 1792, and died in New Bedford February 13, 1870. He was for a time a clerk in a store at the Head-of-the-River, and before reaching his majority commenced business here as partner with the late Caleb Congdon. Soon after he took the entire management of a mechanic's store, developing there the business traits which attracted the notice of the firm of Isaac Howland & Co., and induced them to offer him an interest in their house. He became a member of the firm in 1819, and it is exact justice to say that to him more than any other partner is due the high credit which the house for a half century maintained, and the colossal fortunes built up. The late Edward Mott Robinson entered the firm about 1833, which soon after consisted of that gentleman, Mr. Mandell and the late Silvia Ann Howland. The new partner brought to the firm an eagerness and boldness in enterprise which greatly extended its operations, but which never disregarded the sound judgment of Mr. Mandell; and the two, although widely differing in almost everything else, perfectly agreed in their notions of mercantile integrity, and each entertained the highest regard for the honor of the other. Besides his responsibility as a partner, Mr. Mandell for more than a quarter of a century had the entire care and management of the estate of the late Silvia Ann Howland, and her appointment of him as sole executor of her will was a just recognition of his integrity, while her bequest to him of two hundred thousand dollars was nothing more than a fair remuneration for the valuable service he had rendered.

Mr. Mandell was many years ago one of the selectmen of the town, and was the first to commence the keeping of the records by the board. He was a member of the Legislature for the years 1830 to 1836 inclusive. These were the only public offices held by him. He sought no such honors; but he was never without proofs of the confidence reposed in his probity and discretion, as the responsible positions he held in various corporations showed. He was not a great man, but he was better than that—he was a good man.

A merchant of the old school, he knew no road to success but that of upright and honorable dealing. Modest and unobtrusive, no man was more tenacious of an opinion when satisfied of its correctness. His name was a synonym of rectitude. He was a benevolent man. He was the almoner of his own bounty, which did not break out at long intervals in noisy, startling displays of beneficence, but flowing quietly, steadily, refreshingly. We need not speak of the objects of his charity, or the extent of his benefactions. He never spoke of them, and shrunk from any mention of them by others. He may be forgotten as the honorable and successful merchant, but his memory will live in the hearts of those who have been sustained and cheered by his unostentatious and gentle charities.

RICHMOND, GEORGE B., was born in New Bedford, November 9, 1821. His parents were Gideon Richmond, of Dighton, and Rebecca Barstow, of Scituate. He was educated at the Friends' Academy, New Bedford; Pierce Academy, Middleboro; and at Brown University, where he remained but two years on account of ill-

[1] From New Bedford *Mercury*, February 14, 1870.

health. He returned to New Bedford and entered upon a business life. His natural inclinations led him at the very beginning of his career to participate in public affairs, and he has occupied a leading position among the public spirited men of his native town.

Mr. Richmond took an active and leading part in the noted contest of the People against the New Bedford Bridge Corporation, which was waged in the courts and Legislature from 1845 to the summer of 1855, and terminated in securing what had become an imperative necessity, the widening of the draw in the bridge from thirty-two feet to sixty feet to accommodate the then increasing commerce of New Bedford, whose large whaling fleets were then sailing upon every ocean.

In 1851 he was elected on the Whig ticket as a member of the State Legislature of 1852. In 1861, May 1, Mr. Richmond was appointed inspector, weigher, gauger and measurer in the New Bedford Custom House, which office he held till he resigned in January, 1874. In 1867 he was nominated by the temperance prohibitory party for mayor of New Bedford, and also in 1868, and was defeated both years, but was elected in 1869. Mr. Richmond was mayor in the years 1870, 1871, 1872, 1874 and 1878. During his occupancy of the mayoralty the city gained a high reputation throughout the neighboring Commonwealths for good government, and in the enforcement of the liquor laws of the Commonwealth, and was cited everywhere by temperance advocates as illustrative of the efficiency of prohibitory liquor laws when well enforced. During his administration as mayor, the city was visited by President Ulysses S. Grant, and King Kalakua, of the Sandwich Islands. A public reception given to each of these distinguished visitors in 1874 was gracefully conducted by His Honor, to the satisfaction of the citizens and evident enjoyment of the guests.

Mr. Richmond's efforts in the prosecution of the liquor laws in New Bedford were cordially sustained and supported by boards of aldermen composed of citizens of high character, and who were in thorough sympathy with the mayor in all of his work. Aside from this, Mr. Richmond's mayoralty was highly successful. His administration was signalized by a new era in the extension of streets, in the rebuilding of the New Bedford and Fairhaven bridge, and his enterprise in other public improvements contributed in a marked degree to the prosperity of the city. December 31, 1873, just previous to his inauguration as mayor, in 1874, Governor Washburn appointed Mr. Richmond one of the police commissioners of the Commonwealth, and he held the same until the commission was abolished. Our beautiful High School building was planned and all contracted for during the administration of Mayor Richmond in 1874, and the work was commenced in laying its foundation during the latter part of that year.

In 1880 and '81 he was a member of the State Senate, representing the Third Bristol District. The last named year he was chairman of the Committees on Public Charitable Institutions, and the Liquor Law. A vacancy occurring in the office of register of deeds for the Southern Bristol District in 1883, Mr. Richmond was appointed to the vacancy, a position that he still occupies with great satisfaction to the public. In 1886 he was appointed by Governor Robinson a trustee of the Westborough Insane Hospital, and in 1887 was reappointed by Governor Ames for five years, and in 1892 was reappointed by Governor Russell.

Mr. Richmond was always an ardent Republican, and also an earnest advocate of prohibitory measures for suppressing the liquor traffic. For years he was chairman of

the Republican City Committee. In 1888 he was a member of the Republican State Central Committee. In the same year he was chairman of the Bristol County Committee, of the First Congressional District Committee and also of the Third Bristol District Senatorial Committee. In the fall of 1888 he declined re-election on all these, desiring to devote his entire attention to the duties of his office.

In 1889 Mr. Richmond was elected a director in the Bristol County Mutual Insurance Company. He is chairman of the Board of Trustees of the First Baptist Society, and for five years was superintendent of its Sabbath-school. He has been for years one of the board of the New Bedford Port Society, and is one of the trustees of the New Bedford Five Cent Savings Bank. For seven years he was president of the Young Men's Christian Association. He has been closely identified with many movements for promoting the moral and material welfare of the city, and is one of New Bedford's most esteemed citizens.

Mr. Richmond was married in Middleborough, November 5, 1844, to Rebecca R. C., daughter of Rev. Ebenezer and Rebecca Childs Nelson, of Middleborough, by whom he had seven children, five of whom are living. Mrs. Richmond died July 31, 1863. His second marriage was at New Bedford, December 15, 1864, to Abby S., daughter of Deacon Nathaniel and Hannah Smith Nelson, who died July 30, 1868. His third marriage was at New Bedford, November 2, 1871, to Elizabeth E., daughter of Capt. Charles D. and Mary H. Swift, of New Bedford.

GARDNER, EDMUND.[1]—Capt. Edmund Gardner was a native of Nantucket, where he was born November 8, 1784. He died in this city, which had been for many years his home, September 16, 1875. Although not upon the list of the dead for the year, we give him rightfully a place in this year's remembrances of our departed fellow citizens, whose characters and position claim from us a notice in our annual publication.

There is much in the life and character of Capt. Edmund Gardner to claim and to reward the search for information respecting him, much of incident connected with his seafaring existence, and these, while they served to develop the strong and healthy qualities of his mind and heart, tended also to give them additional force and vitality.

In looking over the memoranda which, in the latter part of his life he prepared of his sea-going experience, two traits of the character of this successful seaman and model man and ship master are made strikingly prominent.

Did our limits allow of it, we could copy from this vivid and minute autobiography many illustrations of the firmness, may we not say the heroism, with which he met danger, disaster and loss, of, and that wonderful fertility of resource which so often averted the danger and enabled him to rise superior to the powers of adverse fortune.

The presence of danger and the experience of misfortune, found him always prepared to bring into immediate activity the knowledge which he had gathered, and that creative energy which was always at his command, to meet for himself and for others, the emergencies of the hour.

[1] From the Annual Report of the New Bedford Free Public Library, written by James B. Congdon.

The habits of constant observation in the direction of the calling which he had early chosen and which he so successfully pursued, and the facility with which he treasured up the incidents of his experience, gave him at all times the resource of a large accumulation of practical knowledge to apply to the circumstances with which at any time he was surrounded.

But nature had endowed him with a large and well-balanced mental capacity, and thus gifted, he could not only accumulate and make available the information which came of experience and observation, but he could create new combinations, and apply new and untried resources, to meet the circumstances of an occasion of unexpected and unavoidable danger or difficulty.

His school was upon the ocean. There where danger was to be encountered, disaster to be met and victory to be won, he learned quickly and thoroughly the lessons by which danger could be avoided, disaster overcome and a righ harvest reward enterprise, perseverance and well directed energy.

The incidents recorded in Captain Gardner's narrative, by which these traits of character are illustrated, are, as we have already remarked, many and striking. But they cannot be given here. A more extended notice, for which the memoranda left by him would afford ample materials, would give an opportunity which it is hoped may be embraced, to give to the public the incidents of his life as well as the exemplary and attractive traits of his character.

But Captain Gardner occupied a higher position in society than that of a successful seaman and an enterprising and well rewarded merchant. As a sailor, an officer and a commander of a ship, he bore about him in the forecastle and the cabin the ever active and controlling principles of integrity, fidelity and piety. The exercise of these virtues was not dependent upon geographical position or the circumstances of the hour. He always had in his ocean home an altar, upon which there was a daily offering of gratitude and trust; aud then, as when in his home upon the land, or at his accustomed seat in the house of worship, he acknowledged his obligations to and dependence upon that Protecting Power in which he recognized his Father and Redeemer. His justice, fidelity and purity had a foundation too deep, and an activity too real, to have their exercise confined to those places and circumstances in which they are called for to give confidence and respectability.

Thus was his character rounded into a beautiful completeness. Thus was his native sagacity and his large and valuable fund of practical information complemented by the virtues and the graces born of Christain faith and Christain obedience.

It should be borne in mind that this man, whose life affords us so rare an example of business enterprise, combined with an uprightness of character which had its roots deep in the soil of Christian faith, had but the most meagre opportunities for the culture of the school.

The schools of the day were poor at the best, and but small opportunity was allowed the youthful Gardner to profit by them, such as they were. At an early age he was upon the sea; and it was in the ocean school that the training for an upright, intelligent and successful manhood, and a quiet, contented and happy old age were mainly attained.

Captain Gardner was a Representative from this city in the General Court for the years 1831, 1832 and 1833.

He resided in New Bedford upon his removal hither from Nantucket in 1824, to the time of his decease.

He was a consistent and valued member of the Society of Friends, and held for many years the office of overseer of the New Bedford Monthly Meeting.

CROCKER, ROLAND R.—It is not our purpose, nor is it in our power, to enter into any biographical details of the long life of this excellent and venerable man, who has just been gathered to his fathers. Such inquiries as we have made touching his prolonged and checkered career, have indeed disclosed to us the fact, that many men, more distinguished and of larger importance in the world's affairs, have hardly furnished more materials for a romantic and fascinating narration. During the eighty years of his pilgrimage, he saw many lands, he traversed many seas, he suffered many changes, he underwent many vicissitudes, and he experienced various fortunes. Around his life gathered the poetry of the ocean; and among those who went down to the sea in ships, there was none upon whose character the ennobling influences of that vocation were more genial or more decided. The men of such experiences always leave behind them a glory of dangers overcome, of moving incidents by flood or field, of hair-breadth escapes,—

"Of being taken by the insolent foe,"—

of distressful strokes suffered in youth—things indeed which old and young "seriously incline" to hear; but it is almost always a tale, too, of noble self-sacrifice and generous self-denial, and prodigal self-forgetfulness, of existence periled to preserve the existence of others, of unquestioned fidelity to delegated interests, and deep conscientiousness in the discharge of duty. Such has been the life of the ripe old man which has just terminated; and if it were written, there are many of more pretensive morality which would teach less, as there are renowned romances the wonders of which would fall behind its undoubted verities.

He came early in life to New Bedford, where he was apprenticed to some mechanical trade, which, however, he soon abandoned for the sea. He made one short whaling voyage, and afterward sailed out of Boston, soon rising to the rank of commander. During the brief hostilities which arose between this country and the French government he commanded a letter of marque, and was captured by one of the enemy's privateers. He was taken a prisoner to France, where he remained until the cessation of hostilities.

After his liberation he once more engaged in marine pursuits. In 1807, while in command of the ship *Otis*, then lying in the Downs ready for sea, and with a cargo on board valued at £100,000, he exhibited a courage, skill and presence of mind which were then thought to be very remarkable. His ship, driven from her anchorage, drifted on board a heavy frigate, carrying away his quarter and crippling the vessel. His pilot, we believe his mate, with a considerable portion of his crew, abandoned the ship, and urged him to do the same. Without a pilot, and short-handed as he was,

he got under weigh and ran for Dover harbor, in the midst of a tremendous storm, where he arrived in safety, although he had been quite given up for lost, preserving an immense amount of property, estimated, as we have said, at half a million of dollars, together with a valuable ship.

To show their sense of the courage and perseverance thus displayed, the underwriters at Lloyd's Coffee-house presented to him a gratuity of £500, with an elegant silver cup, upon which was an appropriate inscription. We have seen many letters of congratulation addressed to him upon the occasion, all breathing a spirit of the warmest friendship and admiration of his character.

Captain Crocker for many years commanded various packet-ships between New York, London and Liverpool. We need not say that in this difficult service he achieved reputation and celebrity in the mercantile world, and the esteem and friendship of thousands who crossed the sea under his protection. His urbane and gentlemanly manners, his interesting and varied conversation, his care for the comfort of those under his charge, and his humanity to all in suffering and want, were as proverbial as was his skill as a mariner. In this service, it is not too much to say that he was constantly receiving the most varied testimonials from the most various sources, of esteem and of gratitude; and to this day there are numbers who remember him as the pilot who weathered the storm which sent terror to their hearts, and as the bluff old-fashioned gentleman who charmed by his good-natured conversation the monotony of sea-travel.

There is one class of incidents in the life of the subject of this notice worthy of special, although it must be a brief notice. One hundred and sixty-five times did he cross the Atlantic, and often did he encounter wrecked and shattered ships, upon whose fast-sinking hulls the starved and exhausted seamen had lain down to die, or from which came the faint cries of despairing and half-crazed women. At such times, we may say that it was his invariable rule to run every risk and to rescue the sufferers at every hazard.

There was not a particle of selfishness in his character on shore, but at sea, in such emergencies, he was almost unmindful of the dictates of prudence. In a record of such rescues now before us, written in his own hand, grown tremulous by age, he says, in entering an instance of more than ordinary danger, "How little a man knows himself when he sees a fellow-being in danger of his life!"—meaning unquestionably that then the sense of personal danger is quite lost in the overpowering instincts of humanity. There is something else too, in this record which we ought to notice. If a warm and generous humanity, strong only in its aspiration, but meek and lowly in the presence of his God, make a man a Christian, Captain Crocker was as true a one as any church in the universe can produce.

It has been said that in spite of outward appearances, no class of men is more truly reverential than that which studies the Creator and the Preserver in the wonders and fortunes of the great deep. This modest journal before us is entitled "A statement of cases of distress wherein R. R. Crocker *was the instrument of a kind Providence* in saving thirty-two fellow beings from a watery grave." Through it runs the spirit with which it commences. Thanks for success are uniformly given. Not a favorable wind

springs up nor is an angry billow calmed, at the instant of a threatened catastrophe, but through the goodness of God.

A kind, generous, large-hearted old sailor, "who loved his fellow-men"—will he not fine, like the Arab in the story, that his "name leads all the rest," in the record of those "who love the Lord."

In April, 1833, the post of Secretary of the Bedford Commercial Insurance Company in this city becoming vacant, he was invited to assume its duties, which invitation he accepted. In 1834 he was elected a member of the House of Representatives of this State; but continued to fulfill the duties of secretary, for which he was particularly fitted, until 1845, when an assistant secretary was elected. This relieved him from cares and responsibilities which his increasing years rendered onerous. He was afterward, upon a change in the management of the company, elected vice-president, almost a nominal office, but to which, by the consideration of the stockholders, a handsome salary was attached. He continued to frequent the office of the company, and was there as usual upon the Saturday preceding his death. His general constitution remained unimpaired to the last. His "age" was "as a lusty winter, frosty but kindly." He had no disease except the organic one of which he died. All will remember him, not in the advanced stages of senility, with impaired intellect, and a bowed and broken frame, but erect, hale and hearty, with a firm step, and almost juvenile activity.

When a man passes through a prolonged life not only without making an enemy, but constantly creating about himself warm and devoted friends, the conclusion that he was a good man is necessary and inevitable. This was the lot of Captain Crocker. We never knew a man more universally beloved. He attached everybody with whom he came in contact—his cotemporaries in age, young men and women, and little children. He had always a kind word and a smile ready for all.

All that is passed now. "Weary, and old of service," he has gone to his rest and to his reward. His ship is safely moored in eternal harbors; the vicissitudes of his voyage of life are now over. Providence was good to him to the last, and he died as he wished to die, suddenly and without prolonged pain. His venerable form will no more appear in its accustomed and familiar place; his cordial voice will no more offer the civilities of the hour; he has told his last story; he has done his last kind act. Yet he leaves behind him a memory green and fresh as were his declining years—a memory that will be cherished in as many hearts as knew his own, and in every clime that he has ever visited.—*Charles T. Congdon in the New Bedford Mercury, January*, 1852.

HART, SAMUEL COOK, son of David and Hannah B. Hart, was born in Little Compton, R. I., December 9, 1834. His early years were spent in his native village attending the common schools and working on the farm. The family moved to New Bedford when he was thirteen years of age. He entered the public schools at New Bedford and finished his education with a three years' course in the High School, then under that prince of instructors and disciplinarian, John F. Emerson. Mr. Hart formed early in life habits of industry and self-reliance, and during that period devoted to his education, by steady employment in intervening hours and on Saturdays he

earned sufficient money to pay his board and support himself. For the year following his graduation from the High School he was a boatman on the Acushnet River. In 1853 he entered as clerk in a grocery and provision store, and in 1856 became one of the partners in the business.

When Abraham Lincoln called for volunteer troops at the beginning of the Civil War, Mr. Hart was second sergeant of the New Bedford City Guards, and with the company promptly responded, serving three months at Fortress Monroe. He was commissioned first lieutenant of Company D, Twenty-third Massachusetts V. M. on September 28, 1861, and was made captain of the company in July, 1862. He was appointed on Gen. C. A. Heckman's staff and continued in this service until March, 1864. He was then assigned temporarily for duty on the staff of Gen. Benjamin F. Butler, and in September, 1864, resumed his position with General Heckman. He was commissioned lieutenant-colonel, December, 1864, and mustered out of service at the close of the war in 1865. Colonel Hart's service in the army is thus briefly chronicled, and for its details the reader is referred to the chapter on the Civil War.

In April, 1865, he became a partner with Hon. John H. Perry in the coal, wood and paint business at the corner of South Water and Walnut streets. In 1874 the partnership was dissolved, and Colonel Hart associated himself with Francis T. Aikin and the business is continued up to the present time under the firm name of Hart & Aikin.

Colonel Hart was for many years a member of the fire department, and in 1874 occupied the position of chief engineer. He was a member of the Common Council and Board of Aldermen at various times, covering a period of eight years. He has been a director of the Merchants' National Bank since 1874, and of the New Bedford Gas and Edison Light Co. since 1886. He was president of the New Bedford Street Railway Co. from 1886 to 1891. He is director of Bristol County Fire Insurance Co. and of the Massachusetts Real Estate Co., a trustee of the New Bedford Five Cent Savings Bank, and a member of the Grand Army of the Republic, the Odd Fellows, Knights of Honor, Knights of Pythias, Royal Arcanum, and Pilgrim Fathers. Colonel Hart was a member of Gov. John Q. A. Brackett's staff in 1890.

Colonel Hart is a man of unimpeachable integrity, retiring and unostentatious in his manners, yet possessed of strong purpose and perseverance. He is an enthusiast in his interest in public affairs and in the highest sense is esteemed a worthy and respected citizen. He married, September 28, 1858, Sarah N., daughter of Charles and Hannah Briggs, of New Bedford. They have had six children, five of whom are living.

ELLIS, CALEB LORING.—His ancestors, Capt. Joel Ellis and Elizabeth (Churchill), his wife, lived in the town of Middleborough, Mass., in 1716.[1] They had eight children:

Joel, jr., married Phebe Freeman and lived in Plympton, Mass.

Matthias, married Lucy Bennet.

[1] Middleborough Town Records.

Samuel, who had four wives, and lived in Plympton, Mass.

John, married Elizabeth Croomer.

Elizabeth, married Gideon Southworth.

Rebekah, married Samuel Lanman.

Charles, married Bathsheba Fuller.

Thomas, married Ruth Thomas.[1]

Joel Ellis, jr., by Phebe, his wife, had seven children: Joel, Benjamin, Freeman, Barzillai, Phebe, Betty and Patience. The father died March 18, 1783, at the age of seventy-three years, and his wife, Phebe, died November 5, 1792, at the age of eighty years.

Samuel Ellis, the third son of Joel, was born in 1715, and died in Plympton, February 20, 1771. He married, December 3, 1741, Mary, daughter of Allerton Cushman, of Plympton. She died April 20, 1743. December 15, 1744, he married Mercy Marick, of Taunton, Mass., by whom he had one son, Stephen. She died February 18, 1749, or 1750. For his third wife he married Miss Lydia, daughter of Lieut. Zebedee Chandler, of Plympton. She died January 26, 1763. They had one daughter, Lydia. For his fourth wife he married Catharine, daughter of Rev. Othniel Campbell, the first minister of the Second or South Precinct of Plympton, now Carver. They had two children: Willard, born April 8, 1767, and Molly, born April 27, 1769.

Lieut. Stephen Ellis, son of the aforesaid Samuel Ellis, by Mercy, his wife, was born October 15, 1748, and died in Plympton, March 5, 1824. He married Susanna, daughter of Ebenezer Thompson, of Halifax, Mass. They had nine children:

Mercy, born January 7, 1773, married Polycarpus Parker, of Plympton, died April 10, 1813.

Susanna, born October 25, 1774, married Lieut. Chandler Wright, of Plympton, and moved to Boston.

Samuel, born November 15, 1776.

Stephen, born October 12, 1778, married Betsey Stephens, of Plympton.

Molly, born November 8, 1782, married Thomas R. Waterman, and moved to State of Maine.

Ebenezer, born August 26, 1784, married Polly Randall, of Plympton, moved to Boston.

Marick, born July 23, 1787, married Sophia Churchill, of Plympton.

Josiah Thompson, born September 20, 1789, married Sophia Wright, of Plympton.

Lydia, born May 8, 1793.

Lieut. Stephen Ellis was a prominent citizen of Plympton, and occupied many positions of honor. He was selectman, moderator at town meetings, an officer of the militia, and was, as the record reads, "a useful member of society."

Maj. Samuel Ellis, the third child of the aforesaid Lieut. Stephen and Susannah Ellis, was born in Plympton, November 15, 1776. He married, November 30, 1800, Abigail, daughter of Jonathan and Abigail (Loring) Parker, jr. The latter had six children:

Oliver, born August 29, 1766, died in Plympton, December 22, 1813.

John Avery, born September 25, 1769, died in New Bedford, December 30, 1853.

[1] Extracts made from Plympton Town Records in 1834, by Town Clerk Bradford.

Ruth, born December 14, 1771, died November 2, 1772.
Jonathan, born July 17, 1774.
Jacob, born July 10, 1776.
Abigail, born August 17, 1778, died January 31, 1822.

Maj. Samuel and Abigail (Parker) Ellis had four children:
John Parker, born August 7, 1802.
Ruth Avery, born November 3, 1804.
Mary Loring, born July 31, 1807.
Caleb Loring, born May 26, 1813.

Maj. Samuel Ellis died of consumption in Plympton, June 18, 1817. He was acting lieutenant-colonel of the regiment of State Militia, and was in the service of coast defence during the War of 1812–15. It was while attending to his military duties that he contracted a severe cold that resulted in a rapid development of the disease of which he died. He was an upright, honest man, respected by his fellow townsmen, and was called to fill various offices of trust in his native town.

Caleb Loring Ellis, the subject of this sketch, and whose portrait may be found in this work, was the youngest child of Samuel and Abigail (Parker) Ellis, and was born in Plympton, Mass., May 26, 1813. The old homestead still stands on the road leading to the village green. It is an old fashioned farm-house, and with its surroundings is typical of a comfortable New England home of quite a century ago. His father and mother died when he was a mere lad, and he was left to the fostering care of his elder brother, John. The latter married Sarah Holmes Barnes, of Plymouth, soon after the decease of the mother, and faithfully did they perform their duties to the orphan children. The home was maintained, each performing their part in the labors of the farm. The village school, which was kept only during the winter months, and a private school taught by Rev. Elijah Dexter, the pastor of the village church, furnished them, perhaps, with as good an education as the average New England village of the time afforded.

When sixteen years of age Caleb went to Tremont, Mass., where he spent four years in learning the trade of making nail-casks. At the solicitation of his uncle, John Avery Parker, he came to New Bedford (1833), and entered his employ in the coopering business. Mr. Parker was largely interested in the whaling business, and his ships required many casks in fitting them for their voyages. Two shops were maintained, one located on the east side of North Sixth, between Elm street and Mechanic's lane, the other at the foot of Middle street near the entrance to the bridge. In a few years, by faithful and diligent service, Mr. Ellis was placed in charge of the business, and in 1849 he became proprietor. For more than thirty years he carried on a successful business, and was largely interested in whaling vessels and other enterprises of local character.

Mr. Ellis was intimately associated with the affairs of New Bedford, and his influence was always to be found in the maintenance of every interest that conduced to its growth and prosperity. He was a member of the old fire department, and served several times as one of its engineers. He was connected with the early movements of the Anti-slavery leaders, and an original member of the Free Soil party.

When New Bedford became a city, in 1847, he was elected for three years successively a member of the City Council, and is now (1892) the only surviving member of the first city government. He held for several years the office of overseer of the poor. In 1855 he was elected a member of the Massachusetts Legislature. At this period the warfare between the Pro and Anti-slavery parties was very bitter and the strife frequent. The legislative halls of the Commonwealth were arenas for many a contest between these irreconcilable elements. The action of Governor Gardner was not satisfactory to the Anti-slavery party, and a fusion movement with the Temperance party was inaugurated at Worcester in 1856 in opposition to his renomination. Mr. Ellis heartily joined this movement, and by his position lost his re-election to the Legislature for a second term. This honest, straight forward adhesion to principle led him to decline a renomination that was offered him by the Gardner party. The incident was not forgotten by his fellow-citizens, and he was elected a member of the State Legislatures of 1861 and 1862. It was his honor and privilege to take an enthusiastic part in the contests that placed Henry Wilson in the Senate chamber at Washington.

Mr. Ellis was a member of the Board of Aldermen in 1871–72–73, under the administration of Mayor George B. Richmond. During this period the temperance question was an important factor in city politics, and his influence was steadily given to the cause. He declined a renomination for 1874, and since that time has held no political office.

Mr. Ellis is a prominent member of the County Street M. E. Church, and has been connected with it for a period of nearly sixty years, joining the original society on Elm street soon after he came to New Bedford in 1833. He was one of the associates that built the present edifice, and one of the burden-bearers that carried this enterprise through the financial crisis of 1859–60, and on through succeeding years until it was free from the burden of debt.

He was one of the original delegates that organized the Martha's Vineyard Camp Meeting, and a member of its finance committee in 1835. He was one of the first directors of the Martha's Vineyard Camp Meeting Association and still holds that position, being the only one living of its original membership. He was one of the Board of Directors of the Vineyard Grove Company, and for two years its agent.

In 1889 his eyesight began to fail, and in a few months Mr. Ellis became almost blind. It was a great affliction to him, but during these days of darkness his spirits never failed him. He accepted the situation and through it all maintained his wonted cheerfulness and contentment. By a skillful operation his sight was restored and he again walks our streets, his four score years seeming to bear lightly upon him. He is a good type of a class of citizens that are too rapidly passing from this field of action, men who have by their public spirit, sterling character and integrity helped establish the good name and reputation of the city of New Bedford.

Caleb L. Ellis was married February 28, 1333, at Wareham, Mass., by Rev. Samuel Nott, to Abigail Dimick, daughter of Alexander and Polly (Westgate) Hathaway, of Wareham, Mass. Alexander Hathaway was the son of Savery and —— Hathaway, who had eleven children:

Lovey, born June 13, 1766.

Sarah, born April 10, 1768.
Ruhani, born December 14, 1769.
Rebekah, born March 28, 1772.
Charity, born April 1, 1774.
Clifton, born June 10, 1776.
Judah, born March 28, 1779.
Savory, born September 19, 1781.
Alexander, born May 2, 1783.
Mercy, born April 27, 1785.
Dorathy, born September 1, 1787.

Alexander Hathaway was a Quaker preacher, and lived on a farm near the Rochester line. He was a man of unusual ability, and it is said of his exhortations in the Monthly Meetings of the Society of Friends that they were marked for original thought and deep earnestness. He was highly esteemed in the community, and was for many years prudential committee of the village schools in District No. 2 of the town of Wareham.

Alexander and Polly Hathaway were married June 15, 1803. They had ten children: Mercy, Rufus Fish, Lovey C., John, infant, Eveline, Abigail, Lydia W., Alexander, and William W.

Caleb L. and Abigail (Hathaway) Ellis were married February 28, 1833, and had nine children: Alexander Hathaway, infant son, Leonard Bolles, John Parker, Abby Parker, Caleb Loring, Mary Abby Loring, Horace Mann, and Mary Ella Loring.

ANTHONY, EDMUND, a name well known in Massachusetts journalism twenty-five years ago, was the son of Nathan Anthony and born in Somerset, August 2, 1808. His educational opportunities were limited. He entered a printing office in Taunton when but sixteen years of age. Being ambitious to progress he took advantage of all opportunities to broaden his mind and improve his education, and so far succeeded that he soon became proprietor of the Bristol County *Democrat*, thus early taking an advanced position in his well chosen life work.

In 1842 he founded and made successful the *Taunton Daily Gazette*, but not content with this venture, and considering that a broader field might be found in New Bedford, he bought out a small job printing office and started as his new enterprise a daily and weekly, called respectively *The Evening Standard* and *The Republican Standard*.

It soon became apparent that though better situated than Taunton, New Bedford was not a promising field for an evening paper, yet the indomitable courage and tireless perseverance inherent in Mr. Anthony brought him success. Making a specialty of home news as well as obtaining all the foreign news possible, and presenting cogent and fearless editorials on political and social topics, he made not only a place for his paper, but soon it took advanced position in its territory. Appreciating the importance of the Associated Press he feared not the, to him, great expense of obtaining that service, and was for a long time its only patron in Southern Massachusetts. Papers of Fall River and Taunton received the dispatches largely through his enterprise.

Originally a Democrat, Mr. Anthony was one of the earliest of the Free Soil advocates, and became prominent among the organizers and leaders of the Republican party,

giving it substantial assistance by his outspoken editorials. To his untiring energy the *Evening Standard* is indebted for its long continued success. His principle was personal application and oversight. This fundamental thought he firmly impressed upon his sons, Edmund and Benjamin, who became his partners in 1863.

In company with his son-in-law, Benjamin Weaver, in 1864 he founded the Springfield (Mass.) *Union*, but sold that business in a few years after firmly establishing it.

Mr. Anthony held many offices of trust and responsibility. He was town clerk in Taunton ten years, town treasurer six years, and later on for some time county treasurer. During the war period he was United States deputy collector of internal revenue, also a member of the Common Council during 1856 to 1857, and 1859 to 1860, and a special justice of the police court for about twelve years, resigning in 1870, having been appointed postmaster by President Grant, which office he held at his death, in 1876.

Mr. Anthony was a staunch Methodist and did much to aid and support his denomination, being, as steward and trustee, long an official member of the County Street M. E. Church. He was three times married, his first wife being Adaline Soper, who bore him four sons and died in 1837. He subsequently married Nancy J. Hodges, by whom he had several children. His third wife was Mrs. Henrietta Woodward, who still survives him.

Mr. Anthony died January 24, 1876, of apoplexy. He was a man who loved work for work's accomplishment, and having served in all departments of his profession, was well fitted for directing others. His employees always did their best, holding him in the light of a fellow workman rather than an exacting taskmaster. Strong in his convictions, clear in his statements, and outspoken where principles were involved, his counsel was ever in demand by his friends and his opinions respected by his opponents. Many New Bedford citizens to-day, holding dear the memories of her prominent men, call to mind with pleasure Edmund Anthony, whose face expressed keenness, strength, determination, yet had withal a smile of expressive friendliness. A rare man of the pure New England type.

RUSSELL, WILLIAM TALLMAN.[1]—One after another of our old merchants are leaving us, representatives of a period when our place was in its highest commercial prosperity, many of them men of sterling worth, as well as ability. Among them who represented this class in our community forty years ago, stands forth prominently our late fellow citizen, William T. Russell, who died at his residence in this city on the 6th of March, 1872, at the age of eighty-three years and four months. He was the oldest living representative of the oldest merchant of New Bedford, being a grandson of Joseph Russell 3d, and a lineal descendant of Ralph Russell, who emigrated from Pontipool, Monmouthshire, England, in the early part of the seventeenth century, and was among the earliest settlers and landed proprietors of the old township of Dartmouth. The father of our departed friend, Gilbert Russell, was also extensively engaged in the business of our place. So it will be seen that his ancestors had well pre-

[1] Written by Daniel Ricketson (1876).

pared the way for his own interest in commercial pursuits. He received a good English education at the boarding school of Elisha Thornton in Smithfield, R. I., and the Friend's School at "Nine Partners," Dutchess County, N. Y. Afterwards he served an apprenticeship as clerk in the counting-room of Post & Russell, New York city. At the close of the last war between this country and England, in 1815, he made a voyage to Europe in the ship *Lorenzo*, of which his father was principal owner, and Elisha Dunbar, master. A pleasant little incident occurred to him while in Liverpool, which may be of interest to his friends, as follows: While about to take his dinner at the "Adelphi Hotel," a gentleman in the costume and with the address of a Friend, who was also about to dine, proposed to join him, to which proposal our friend readily assented. During the conversation he remarked to his unknown companion that he had the previous day attended the Friends' meeting and was much pleased with the preacher, inquiring if he knew who she was. "Why, yes," the Friend replied, "I know her very well, she is my wife, Elizabeth Fry;" at the same time giving him a cordial invitation to call upon them in London. After his return home he made another voyage to England in the same ship, taking the command and successfully performing the voyage, which, on the outward passage, it being nearly spring, was very stormy. During this trip he visited London, and traveled north as far as York, visited many objects of interest, an account of which he was fond of rehearsing during the latter part of his life, and having a good memory his narrations were often very interesting. Soon after his return from England, having business in New Orleans he made a journey on horseback to the then "Far West," from whence he proceeded by public conveyance to the place of his destination. Here he purchased the ship *Alliance* and returned in her to New York; from which time he became engaged in the whale-fishery and manufacture of candles in connection with the house of William R. Rotch & Co. His brand of candles, as well as his oil, had a high reputation in the market, for in whatever he undertook his endeavor was for excellence, and he usually succeeded. He was also subsequently engaged in the South American trade. In the year 1849 he was appointed collector of the port, holding his office until 1853, and giving the highest satisfaction to the government and the public. It is no disparagement to any one to say that this office was never more honorably or efficiently administered than by him. Soon after the death of Capt. Roland R. Crocker, secretary of the "Bedford Commercial Insurance Company," he became his successor, an office for which his long and intimate acquaintance with the business of our place so well qualified him, and which situation he held until his decease.

Our friend was a man of great cheerfulness of temperament and fond of hardy enterprises. Though small in person, he was remarkably elastic and had unusual powers of endurance, inheriting as he did a fine constitution from both his parents. During his prime of life few men presented a more genteel appearance in our streets than he—always scrupulously neat in person and dress, he would have been readily recognized as a gentleman of refinement. He was marked for the delicacy of his tastes, manifested in his admiration of the fragrance of flowers, and whatever was beautiful in nature or art. He was also a skillful horticulturist and his garden always produced the rarest and best varieties of fruits and flowers, while his house was known for its hos-

pitality and his table for its elegance and abundance. The severe vicissitudes of life through which he had passed in the loss of his beloved wife and only daughter were not without their chastening effect upon his mind and character. A few years since he informed the writer that it had been his custom for many years after retiring for the night, to repeat the following beautiful invocation to the Supreme Being, from Thompson's Seasons:

> "Father of light and life! Thou good Supreme!
> O teach me what is good! teach me Thyself!
> Save me from folly, vanity and vice,
> From every low pursuit! and feed my soul
> With knowledge, conscious peace and virtue pure,
> Sacred, substantial, never-fading bliss!"

To a great extent the calm and blameless life he led was to this petition a clear response. His aim was to be a good and honorable man; and as he expressed on another occasion, that he had no fear of death, when his time for departure came he accepted the summons calmly and gracefully. The funeral services were performed at his residence on Saturday A. M., March 9, at 11 o'clock, and were conducted by William J. Potter, in a calm and impressive manner, hopeful of immortality and happiness beyond the grave. He was buried in our beautiful Oak Grove Cemetery, by the side of his beloved wife and daughter, and his funeral was attended at the house and the grave by a large number of our most prominent merchants and friends from abroad.

PIERCE, ANDREW GRANVILLE, was born in the city of New Bedford on the 9th of August, 1829. His father was Otis N. Pierce, who passed most of his life in this city, and died here. His mother was Susan Grinnell Cross, also a native of New Bedford.

In securing an education Mr. Pierce had the advantages of the school system of his native place and passed upward through the High School. He soon afterward entered the office of Edward L. Baker, a manufacturer of oil and candles. In 1847 Mr. Baker was chosen treasurer of the Wamsutta Mills, then just being started. For a time the business of the mills was small, of course, and was carried on in Mr. Baker's office, Mr. Pierce continuing with him, and gradually taking up the new business, the oil manufacture being gradually contracted and finally given up.

No stronger commendation could be given to the business qualifications that Mr. Pierce had developed while still a young man than his election as treasurer of the Wamsutta Mills, to succeed Mr. Baker, in 1855. That office he has held ever since, a period of nearly forty years. That he has performed his duties successfully and to the entire satisfaction of the stockholders need not be asserted, and during the regular and almost phenomenal growth of that great corporation, Mr. Pierce has given it his best energies and a large share of his time. He has been a member of the board of directors for several years.

His general business standing in the community, acquired through his exceptional executive ability, his loyalty to whatever he undertakes, his remarkable activity and

energy, have led to his selection for the boards of direction of many important corporations and companies. With Mr. Baker he inaugurated and for many years was the executive officer of the New Bedford, Vineyard and Nantucket Steamboat Co., and is its president. Was the originator of the New Bedford and Fairhaven Street Railway, its first president, and is a director in the Consolidated Union Street Railway Co. Is a trustee in St. Luke's Hospital, also in the Swain Free School. He was chosen one of the directors of the Potomska Mills on the incorporation of the company, was for a time its treasurer, and was afterwards elected president and still holds the office. He is one of the original directors in the Grinnell Mills, and an original director in the Morse Twist Drill Company, and was for a time president and treasurer. He is president of the Pierce Manufacturing Corporation; a director in the Mechanics National Bank; a trustee in and a member of the board of investment of the New Bedford Institution for Savings; a director in the Boston Manufacturers' Mutual Insurance Company, and in the American Mutual Liability Company, of Boston. In these varions stations Mr. Pierce's associates value his counsel and are benefited by his prudence, judgment and sagacity.

In politics Mr. Pierce was originally a Democrat; but early in the history of the Republican party he joined its ranks and has since supported its principles. Always interested in politics, its offices have never had attraction for him; but his fellow citizens have seen fit to call on him to fill several important municipal offices. He was elected a member of the Council, was its president, and subsequently one of the Board of Aldermen; and in 1868-9 he served as mayor of the city. His administration was one of practical usefulness. Still vigorous and active, he may hope for many years of labor in the interests of the large manufacturing establishments to which he has so long given his energies.

Mr. Pierce was married on the 17th of July, 1854, by Rev. John Weiss, to Miss Caroline L. Hillman, daughter of Zachariah Hillman, of New Bedford. They have had seven children, of whom six are living: Edward T., born May 24, 1855; Mary, born February 3, 1858; Andrew G., jr., born March 28, 1864; Louise Cook, born April 2, 1866; Albert Russell, born January 26, 1869; Harry Lincoln, born March 23, 1872; Elsie Hillman, born May 21, 1874.

LEONARD, NEHEMIAH AND SAMUEL.—These gentlemen were brothers. Their father, George Leonard, was born in Middleborough, and always resided there. His forge, for he was a born bloomer, was on the Nemasket River at the Four Corners. His father's forge was at what is called the Tack Factory, on the line of the railroad between Middleborough and Taunton. These Leonards were of the celebrated Taunton stock, and hence their connection with the iron manufactory.

Nehemiah Leonard had been in business in Middleborough and in Rochester. He bought the forge at Handy's Mills in the latter town, and taking his oldest brother, George Leonard, into co-partnership carried on the forge and traded there (as the term then was) some four or five years, when, selling to his brother, George (who continued there the remainder of his life), came to New Bedford in 1822, and commenced busi-

ness on Orange street, and by his industry and integrity soon won the respect and confidence of his contemporaries. In the course of five or six years he had become a director in the Merchant's Bank, and agent of several whale ships. He drifted into the manufacture of oil, and in 1836 built candle works on Leonard's Wharf, so called, which works he continued to conduct as long as he continued in business, or about thirty years. He deceased on the 25th of October, 1869.

Samuel Leonard came to New Bedford before he was of age. He married the daughter of Benjamin Taber when a young man, in 1814, and soon after, with his father-in-law, contracted to build a mill building at the Head-of-the-River. Some trouble about the payments of the building drew him into the acquaintance of William Rotch, jr. For a short time he was at Yarmouth, erecting salt works and starting the business there. He then came back to New Bedford and began building for Messrs. Rotch, Arnold and Russell the extensive salt works at the Cove, which eventually covered many acres. He built the house now occupied by the Orphans' Home, and conducted the salt works as long as the business was profitable. His purchases of lumber for these works drew him into the lumber business, and Mr. Rotch built the wharf, now called Leonard's Wharf, for the business, which grew to a large extent and to which Mr. Leonard added a planing-mill and other works. He also drifted into the manufacturing of oil and candles, and after the great fire which destroyed his and his brother's works, built the candle works now occupied by Messrs. Green & Wood for other purposes. He also extended very largely the old candle works of William Russell, now occupied by George L. Brownell as a carriage manufactory, for the oil and candle business. Charles H. Leonard, of New York, in the course of years had come to have his candle works in this city, which his nephews, George Delano's Sons, now occupy. Nehemiah Leonard's eldest son occupied the Messrs. Thomas & Francis Hathaway's works at the corner of Fifth and School streets; so that at one period this family of Leonards manufactured about one-tenth of all the sperm and whale oil imported into the country.

Samuel Leonard and Charles H. Leonard died on the same day, October 25, 1868, and Nehemiah Leonard died just a year after. They were unpretentious men, but noted for their integrity and honor. They maintained the family tradition for these characteristics to the full extent, and died respected and esteemed by the whole community.

APPENDIX.

REPLY FROM THE AUTHORITIES OF DARTMOUTH, COUNTY OF DEVON, ENGLAND, TO THE GREETING SENT THEM BY THE OFFICIALS OF THE CENTENNIAL CELEBRATION AT NEW BEDFORD IN 1864.[1]

"Reply to the Mayor, Aldermen and Council of the city of New Bedford, and to the Selectmen of the towns of Dartmouth, Westport, Fairhaven and Acushnet, State of Massachusetts, and United States of North America:

"GENTLEMEN:—We, the Mayor, Aldermen and Burgesses of the Borough of Clifton, Dartmouth Hardness in the County of Devon, England, by the Council of the Borough and I, Albert William Beetham, Recorder of the Borough, most gratefully accept your affectionate greetings and accompanying testimonials of regard. We shall place them amongst our municipal records and cause them to be preserved with the greatest care, in the hope that our children and our children's children may be induced to cherish and keep alive the feeling of amity which now exists between two great nations, the younger of which clings to the fond memory of a common descent, and, in all her own power and might, exults in the prosperity of the Mother Country. We are particularly struck with the fact that your affectionate greetings have been tendered to us by you under peculiar circumstances. We are deeply gratified in finding that in joy and in sorrow, you have been pleased to connect us with yourselves in your minds. In the festive proceedings attending the celebration of the 200th anniversary of the incorporation of your town of Dartmouth, we were greatly honored by your remembrances; and during the lamentable strife which lately existed between two branches of our descendants, equally regarded with admiration, respect and affection, you were not unmindful of us, or regardless of our thoughts and opinions. We offer with the greatest respect and cordiality, our hearty congratulations on the prosperity of the communities we now address, and of the great and glorious country once more united, of which you form a part; and we congratulate you most heartily on the termination of the civil strife which has raged amongst you. We most fervently hope and trust that ere this, our response to your affectionate address, shall have reached you, all feelings of animosity may have been buried, and have been succeeded by those generous sentiments which should 'fill the hearts of yeomen worthy of each other's steel'.

[1] See page 370.

"Friendship once more restored, we hope to see you progress in the paths of civilization and freedom. We, the inhabitants of the Old Country in the Old World, glory in the freedom we enjoy under our old institutions, modified or renovated as circumstances require, and we rejoice that a nation sprung from a common ancestry, is extending freedom and civilization in a New World; shows by its acts that freedom is that for which she will live and die, and that freedom is the bond of union between us, freedom is the watchword which she shouts to us across the Atlantic. We fervently hope that we may long be united by this common sentiment, and that civilization and science may continue and may find the means of bringing us closer and closer together.

"The electric fluid traveling below the mighty waves silently and unseen, communicates from mind to mind. We fondly reflect that Newcomen's genius helped to show to man how with safety, ease and speed, to transport himself from the Dartmouth of your forefathers to the municipalities in the New World to whose founders Old Dartmouth is pleased to be reminded she once showed hospitality and rendered assistance.

"Accept the assurance that we, 'One and All,' entertain for you and your Country most strong feelings of regard, admiration and respect, and trust that the friendship of the Two Great and Glorious Nations may never be disturbed.

"We beg you in return to cherish those kind and friendly feelings which your late Centennial Celebration appeared to have aroused, and to believe that the good ship Concord will always find Old Dartmouth in England, the same harbor of refuge to which in olden time she directed the *Speedwell* and the *Mayflower*.

"1st of July, 1864."

The old borough of Dartmouth, England, the fishing community at the mouth of the Dart, gave our old Dartmouth its name. Many incidents connected with its name and history made this ancient borough, whose franchise dates back to the reign of Richard Cœur de Lion, closely associated with the commemorative exercises.

An address "To the Mayor, Recorder and Aldermen of the City of Dartmouth, County of Devon, England," had been prepared, and was read to the meeting. Having been signed by the mayor, aldermen, common councilmen, and clerk of the city of New Bedford, and by the selectmen and town clerks of the towns uniting in the celebration, and beautifully engrossed, it was sent to its destination.

The time required by its engrossment, and to obtain the large number of necessary signatures of persons dwelling widely apart, brought the end of the year before it could be forwarded.

It was not until Washington's Birthday, 1866, that the mayor of the city received a response to this greeting from the old Dartmouth of America to the old Dartmouth of Great Britain. But when it was received the delay was not cared for or thought of. The reply was dated on the "Fourth of July," 1865, was signed by the mayor, recorder, clerk, and burgesses of the borough of Clifton Dartmouth Hardness, in the county of Devon, England. One of the councillors bears the significant name of John Bully. It is a well written document, and its tone is kind and manly. In these respects it fully met the circumstances of the occasion and the wishes and expectations of those to whose greeting it was an answer. But the form in which it appeared was a surprise

and a delight. Its elegant chirography upon vellum is a picture in itself; and this, with its beautiful illuminations of border and other chaste ornamentation, give the whole a rare, rich, and attractive appearance.

The seal of the city, which occupies a central position upon the parchment, and is one of its chief ornaments, tells most significantly the story that Richard I of England conferred the franchise upon the borough. Richard's fleet made a rendezvous in the harbor of Dartmouth as he was about to embark upon his crusade to the Holy Land. Upon the seal, Richard's ship rests upon the waters, and the king with crown and sceptre is the occupant. Two stars, one on each side of the king, may be emblems of the two mighty men who were about to contend for the possession of the Holy Sepulchre or of their respective faiths.

Such a missive called for a fitting frame. Our neighbors of Dartmouth provided a log of well seasoned and finely grained whiteoak, and the taste of a New Bedford artist and artisan wrought from it a frame in no way unworthy of this beautiful production of our transatlantic brethren. It hangs in the Free Public Library, and forms its most attractive ornament.

ROSTER OF NEW BEDFORD GUARDS — 1841-1848.

A volunteer Light Infantry Company, under the name of the New Bedford Guards, was organized January 25, 1841, with the following officers:

Captain—Harrison G. O. Colby.
First Lieutenant—James H. Collins.
Second Lieutenant—Samuel Watson.
Third Lieutenant—James H. Crocker.
First Sergeant—Henry P. Willis.
Second Sergt. and Clerk—Jas. B. Congdon.
Third Sergeant—David Silvester.
Fourth Sergeant—John H. Chapman.
Fifth Sergeant—William Howe.
First Corporal—Cyrus W. Chapman.
Second Corporal—Josiah B. King.
Third Corporal—Nathaniel R. Childs.
Fourth Corporal—Robert K. Eastman.
Surgeon—William R. Wells.
Assistant Surgeon—R. S. S. Andros.
Treasurer—James B. Congdon.
Armorer—Nicholas T. Brownell.
Assistant Armorer—William Brownell.

The following citizens were members of the organization during its career of eight years: William Howe, Henry F. Clark, Jno. H. Allen, T. R. Cushman, John P. Merrick, John N. Barrows, Alexander B. Dunbar, T. B. Denham, A. D. Stoddard, jr., John K. Cushing, Daniel Wardsworth, Tilson Wood, William S. Cobb, Albert G. Babbitt, Hiram Webb, Edward T. Taber, Nathan Lewis, Luther Simmons, William G. Parker, John S. Clapp, Israel F. Parsons, Ambrose E. Luce, William S. Dunbar, Francis Nye, jr., Josiah Dexter, Mark S. Palmer, N. C Morton, Thomas Bailey, H. Coleman, Cornelius Holmes, Freeman Dexter, William H. Boone, T. Bailey, jr., Andrew Mackie, jr., Charles H. Lobdell, Peleg Clark, Alden Wordwell, A. T. Lawton, S. G. Hudson, James H. Richmond, I. G. Fearing, William L. Baker, Thomas Bennett, jr., Charles L. Swan, George C. Barlow, Charles H. Underwood, William Reed, William Hall, John F. Vinal, Israel T. Bryant, Henry K. Oliver, James Bates, Charles Proctor, Peleg Pease, H. S.

Hine, Charles Shannon, George Hinckley, William G. Standish, Samuel H. Cushman, Henry F. Thomas, Richard Bennett, Holder R. Tripp, Albert Sweet, Charles O. Brownell, Edward F. Slocum, Silvanus W. Reed, Charles Q. Wilson, Henry Tilden, Joel W. Tobey, Alverni A. Mason, Charles T. Hathaway, J. T. Buttrick, Benjamin T. Hayes, George G. Howe, William Bisbee, Lincoln F. Brigham, Nathaniel Lucas, Barney Blossom, Ferdinand Vasseau, B. J. Hicks, Charles M. Spooner, Charles Green, Benjamin P. Swift, Benjamin H. Chase, Moses Mern, Perry A. Case, John A. Hawes, F. D. Potter, Simeon P. Little, John H. Thompson, W. B. Whiting, Levi Nye, T. Hervey Ellis, A. G. Cory, George A. Bourne, Allen Phillips, Isaiah D. Foster, John Perkins, jr., Chas. D. Cushman, Niles Tilden, Nicholas Crapo, Francis W. Hatch, Bradford H. Coggeshall, Comfort Whiting, Lewis S. Hewitt, H. C. Hugh Brown, James T. Dane, Augustus P. Hamlin, Elisha P. Burgess, Henry W. Watkins, Shubael C. Coffin, Ansel Marsh, Benjamin Hammond, Francis Baker, Bethuel Penniman, jr., Henry C. Kelley, Christopher E. Dyer, Edward Crocker, John C. Wilson, William W. Russell, M. J. Shaw, Benjamin Bassett, James L. Barney, Theodore L. Doughty, Nathaniel Brett, David B. Wilcox, Benjamin Hill, Robert Smith, Charles F. Bradford, Stephen A. Tripp, Dexter Jenney, B. Ewer, jr., James Merrihew, jr., Elisha C. Jennings, William E. Hunt, Sanford S. Horton, A. S. Sampson, Nathan Adams, Ivory S. Whitney, James Nye, Charles Y. Allen, William J. Rogers, Horatio Bly, Joseph R. Read, Thomas A. Glover, Henry M. C. Dunham, John C. Cook, Albert G. Cory, Nathaniel Head, Lorenzo D. Cleveland, Samuel H. Cokely, Ammi N. Howard, Alonzo Pierce, James L. Browning, Samuel G. Raymond, F. G. Chase, Alexander G. Rider, Stephen Wing, Otis Harlow, William E. Bates, George L. Brownell, Amos Chase, jr., Otis T. Sherman, William F. Brown, J. E. Kennison, James H. Tallman, B. G. West, Seth Russell, Harrison M. Jackson, Ezra F. Crowell, Alvin Crowell, David S. Gifford, Benjamin F. T. Jenney, Joseph H. Fuller, E. M. Smith, John W. Sullings, Israel Smith, Thomas L. Clark, Charles G. Davis, Edward F. Wilcox, F. S. Dennis, A. A. Ashley, E. E. Shepardson, Marcus L. Freeman, Ambrose Hardy, Charles H. Lobdell, B. F. Taylor.

The above list is taken from the official records with signatures. There were others elected who probably did not accept membership, at least their autographs do not appear on the rolls.

THE NEW BEDFORD ROLL OF HONOR,

Containing the names of the Volunteers in the Army and Navy who died in the service of the Country during the Great Rebellion.

PREPARED BY ORDER OF THE CITY COUNCIL, MAY, 1869.

SOLDIERS.

Almy, Thomas, killed City Point, May 20, 1862.

Akin, Charles R., Musician, 4th regiment cavalry, Co. B. Died of disease February 10, 1865, at Fortress Monroe.

Akin, James F., 13th battery. Died in Chesapeake Hospital, Hampton, Va., November 12, 1863.

Albro, James H., 2d regiment heavy artillery, Co. E. Died of fever in Newbern, N. C., October 8, 1864.

Aldrich, Albert J., Corporal, 30th regiment, Co. D. Died in camp opposite Vicksburg, July 19, 1862.

Allen, Frederick S., Corporal, 20th regiment, Co. G. Died October 25, 1862, of wounds received at Antietam. Grave at Linden Grove Cemetery, Westport.

Andrews, Frank, 18th regiment, Co. A. Died at United States General Hospital at Windmill Point, Va., February 10, 1863.

Baker, Charles G., 1st regiment cavalry, Co. K. Died at home September 4, 1862, two months after being discharged. Grave in Rural Cemetery.

Barry, William (of Rochester?) 18th regiment, Co. C. Killed at Rappahannock Station, November 7, 1863.

Bartlett, John E., 1st Rhode Island regiment, Co. F. Died at Beaufort, N. C., June 29, 1862.

Bean, John C., 3d regiment cavalry, Co. C. Died at Baton Rouge, La., July 5, 1863.

Bearse, Zachariah T., 3d regiment cavalry, Co. I. Died at home, August 9, 1864. Grave in Oak Grove Cemetery.

Bentley, William, 38th regiment, Co. H. Died at New Orleans, La., June 4, 1863.

Blain, Samuel J., First Lieutenant, — regiment U. S. colored troops. Died at Florence, S. C., about November 1, 1864.

Blake, Luthan, 18th regiment, Co. A. Killed at battle of Fredericksburg, December 13, 1862. Monument in West Cemetery.

Blake, Peleg W., First Lieutenant, 5th battery. Killed near Petersburg, June 18, 1864. Grave in West Cemetery.

Blood, Thompson B. (of Chelsea?) 18th regiment, Co. A. Died in rebel prison at Andersonville, March 24, 1864.

Bly, Joseph H., 38th regiment, Co. H. Died at Saterlee Hospital, Philadelphia, November 10, 1864, of wounds received at Cedar Creek, October 19, 1864. Buried in Oak Grove Cemetery.

Booth, Charles R., 3d regiment cavalry, Co. A. Died at Port Hudson, La., of wounds, December 2, 1863. Grave in Oak Grove Cemetery.

Booth, George F., 18th regiment, Co. A. Died at Hall's Hill, near Washington, January 4, 1862.

Booth, John C., 32d regiment, Co. C. Died in prison at Richmond, Va., December 4, 1863.

Borden, Abraham E., U. S. signal corps. Died on board gunboat Sachem, September 8, 1863. Grave in Rural Cemetery.

Borden, Daniel W., 20th regiment, Co. D. Killed December 13, 1862, at Fredericksburg, Va.

Bosworth, Henry L., jr., 3d regiment cavalry, Co. C. Killed near Winchester, Va., September 19, 1864. Grave in Riverside Cemetery, Fairhaven.

Boyd, Edward, 18th regiment, Co. A. Died at Andersonville, November 14, 1864.

Briggs, Augustus D., 3d regiment cavalry, Co. A. Died in Camden Street Hospital, Baltimore, November 14, 1864, of wounds received at Cedar Creek.

Briggs, Obed N., Corporal, 23d regiment, Co. D. Killed at Cold Harbor, June 3, 1864.

Brockdon (Beckdon on official list), John F., 5th regiment cavalry, Co. D. Died on board transport J. K. Barnes, September 22, 1865.

Brown, Charles A., alias Charles Besse (of Truro?) 20th regiment, Co. A. Died at Danville prison, December 7, 1864.

Brown, George H., 32d regiment, Co. H. Died at Richmond, Va., February 13, 1864.

Brown, John C., Captain, 73d regiment U. S. colored infantry, Co. G. Died on battle-field at Blakely, Ala., of wounds received while assaulting the enemy's works, April 10, 1865.

Bryant, John, 18th regiment, Co. A. Killed at battle of Fredericksburg, December 13, 1862.

Bryant, William F. (of Rochester?), 38th regiment, Co. H. Died at Baton Rouge, September 30, 1863.

Buchanan, James H., Corporal, 54th regiment, Co. C. Killed at Olustee, Fla., February 20, 1864.

Burke, Thomas, 3d regiment cavalry, Co. L. Died at Baton Rouge, La., July 2, 1863.

Campbell, Joseph R., Corporal, 54th regiment, Co. C. Killed at Fort Wagner, July 18, 1863.

Canty, John M., 5th battery. Died July 8, 1863, of wounds received at Gettysburg. Buried July 29, 1863, in Catholic Cemetery.

Carroll, Patrick, Corporal, 3d regiment cavalry, Co. A. Died at Washington, August 6, 1864. Grave in Catholic Cemetery.

Cavenaugh, Charles, 23d regiment, Co. D. Died March 26, 1862, of wounds received at Newbern.

Chapman, Thomas W., (of Acushnet?) 29th regiment, Co. D. Died in Kentucky, September 22, 1862.

Chase, Ezra D., 20th regiment, Co. G. Killed at Cold Harbor, Va,, June 9, 1864.

Chase, William T., 3d regiment heavy artillery, Co. F. Died at Fort Wagner, D. C., December 10, 1864. Grave in Rural Cemetery.

Christian, Stephen C., Corporal, 58th regiment, Co. E. Killed before Petersburg, June 17, 1864. Buried November 27, 1864, in Oak Grove Cemetery.

Clark, Johnson, Assistant Surgeon, 99th New York regiment. Died December 9, 1861.

Clough, James, Corporal, 7th regiment, Co. A. Died in Armory Hospital, Washington, June 18, 1863, of wounds received at Fredericksburg, May 3, 1863.

Coble, Lewis H., 23d regiment, Co. D. Died at Newbern, N. C., April 14, 1862.

Coburn, Harry N., Hospital Steward, 3d regiment cavalry. Died November 4, 1863, at Port Hudson.

Cole, Charles B., Musician, 55th regiment, Co. B. Died December 20, 1863, at Folly Island, S. C.

Conly, Timothy, 28th regiment, Co. B. Killed at Antietam, September 17, 1862.

Coombs, Erastus M., Corporal, 18th regiment, Co. A. Died at Harrison's Landing, July 19, 1862.

Corcoran (Corkery in official list), Timothy, Sergeant, 28th regiment, Co. B. Killed in battle of Chantilly, September 1, 1862.

Crane, Charles F., 3d regiment, Co. E. Died at Newbern, January 29, 1863.

Crapo, Henry D., 5th battery. Killed at Bottom Bridge, Va., June 8, 1864.

Crapo, Stephen E., Corporal, 58th regiment, Co. E. Killed near Spottsylvania Court House, May 12, 1864. Grave in Rural Cemetery.

Davis, William F. (quota of Lawrence.) Died at Andersonville, Ga., October 28, 1864.

Dennison, John, 9th regiment, Co. C. Died at Mount Pleasant, Washington, D. C., November 7, 1863.

Devoll, Charles F., 13th Illinois regiment. Died at Nashville, Tenn., June 2, 1864. Grave in Rural Cemetery.

Dixon, Charles, 55th regiment, Co. D. Died at Beaufort, S. C., June 16, 1865.

Douglass, Charles B., 3d regiment cavalry, Co. A. Wounded in action, Plane's Store, La., November 29, 1863; died next day.

Downing, Patrick, 2d regiment heavy artillery, Co. E. Died at Newbern, N. C., June 6, 1864.

Dunham, Amos J., 58th regiment, Co. E. Died at Annapolis, October 28, 1864. Grave in Oak Grove Cemetery.

Dwyer, Timothy, 28th regiment, Co. H. Killed at Fredericksburg, December 13, 1862.

Eagan (Akin in official list), Alexander, 20th regiment, Co. D. Killed at Gettysburg, July 3, 1863. Grave in Rural Cemetery.

Edson, Lowell M., 3d regiment cavalry, Co. A. Died at Baton Rouge, July 28, 1863 Grave in Oak Grove Cemetery.

Elliott, Joseph, 3d regiment cavalry, Co. C. Killed near Alexandria, La., May 1, 1864.

Fitzsimmons, Henry (quota of Middleborough), 58th regiment, Co. K. Died in Baltic, Conn., August, 1867, of wounds received at Petersburg, Va., April 2, 1865. Grave in Catholic Cemetery.

Flaherty, John, 2d regiment cavalry, Co. B. Died at Fort Ethan Allen, August 30, 1863.

Fleetwood, Lewis A., 54th regiment, Co. C. Wounded at Fort Wagner, July 18, 1863; foot amputated; died in New Bedford after discharge. Grave in Oak Grove Cemetery.

Foster, Daniel O., Quartermaster-Sergeant, 4th regiment cavalry, Co. B. Died at Deer Island, April 20, 1864.

Garlick, Reuben A. (of Dartmouth ?) 3d regiment cavalry, Co. H. Killed September 19, 1864, at battle of Winchester.

Gibson, Charles H., Musician, 23d regiment, Co. D. Killed on board steamer Fawn, September 13, 1864, on Roanoke River.

Gifford, William H., 58th regiment, Co. E. Died in Danville prison, August 14, 1864. Grave at South Dartmouth.

Gilman, Edward G., 1st regiment Maine heavy artillery. Died before Petersburg, Va., December 15, 1865.

Gooding, James H., Sergeant, 54th regiment, Co. C. Wounded and taken prisoner at Olustee, Fla., February 20, 1864; died at Andersonville, July 19, 1864.

Gordon, Thomas (quota of Cambridge) 28th regiment, Co. D. Reported missing in action, May 18, 1864.

Graham, Edward. Died at Andersonville, October 5, 1864.

Gray, Franklin S., 58th regiment, Co. E. Killed at Cold Harbor, June 3, 1864.

Gray, John H., 99th New York regiment, Co. A. Died at Yorktown, Va., October 2, 1863.

Hall, Joseph L., 54th regiment, Co. C. Missing at the assault on Fort Wagner, July 18, 1863.

Hall, Levi, 4th regiment cavalry, Co. C. Killed at St. John's Island, July 17, 1864.

Handley, Herbert, Sergeant, 20th regiment, Co. G. Killed by a horse in Providence, September 8, 1861.

Hart, J. B. W., jr., 6th company heavy artillery. Died at Fort Baker, D. C., September 4, 1864.

Harvey, George W., Corporal, 33d regiment, Co. I. Died at Andersonville prison, Ga., August 30, 1864.

Hathaway, John F., 5th battery. Died July 14, 1863, of wounds received at Gettysburg. Buried in West Cemetery, August 5, 1863.

Hawes, George E., Corporal, 38th regiment, Co. H. Died December 14, 1862, at Hampton, Va. Grave in Rural Cemetery.

Heilman, George, 16th regiment, Co, H. Died at Andersonville, Ga., November 3, 1864.

Heintz, John H., 3d regiment cavalry, Co. A. Died at Port Hudson, October 1, 1863.

Herron, William H., 3d New Hampshire regiment, Co. K. Died at Nashville, May 24, 1865.

Hill, Henry, First Sergeant, 33d regiment, Co. I. Killed at Dallas, Ga., May 25, 1864.

Hogan, John, 28th regiment, Co. B. Killed at Antietam, September 17, 1862.

Holmes, James, 38th regiment, Co. H. Died at Baton Rouge, October 21, 1863.

Howard, George H., 6th company heavy artillery. Died in hospital at New Bedford, October 24, 1863.

Howard, Hiram B., 20th regiment, Co. D. Killed at Gettysburg, July 3, 1863.

Howland, Charles F., First Sergeant, 41st regiment, Co. A. Died at Baton Rouge, La., February 19, 1863. Buried in Oak Grove Cemetery.

Howland, George W., Captain, 3d regiment cavalry, Co. A. Died at home, June 6, 1865 (discharged April 11, 1865.) Grave in Rural Cemetery.

Howland, Lothrop P., 33d regiment, Co. I. Killed at battle of Wauhatchie, October 29, 1863.

Hussey, Robert B., 58th regiment, Co. E. Died at Nantucket, while on furlough, November 27, 1864.

Jackson, William S., 5th regiment cavalry, Co. F. Died at Clarksville, Texas, July 15, 1865.

Jenney, Sanford, jr., Sergeant, 2d regiment heavy artillery, Co. E. Died at Newbern, N. C., May 4, 1864. Buried in Oak Grove Cemetery.

Johnson, Edward, Sergeant, 3d regiment cavalry, Co. C. Killed in action at Alexandria, La., May 1, 1864.

Jones, Charles, Corporal, 18th regiment, Co. H. Died in New Bedford, March 31, 1864.

Joyner, Robert S., 18th regiment, Co. F. Taken prisoner at battle of the Wilderness, May, 1864; died in rebel prison at Millen, Ga.

Kanuse, Benjamin S., 5th battery. Killed before Petersburg, June 18, 1864. Buried in West Cemetery.

Keen, David S., 29th regiment, Co. D. Died at Crab Orchard, Ky., October 19, 1863. Grave in Oak Grove Cemetery.

Kempton, Charles G., 38th regiment, Co. H. Died at University Hospital, New Orleans, April 25, 1863.

Kenney, Silas C., Corporal, 38th regiment, Co. H. Killed at Port Hudson, June 14, 1863.

Killian, Michael, 6th company heavy artillery. Died at Fort Baker, Washington, August 22, 1864.

King, Leprelate, 4th regiment, Co. K. Died at Brashear City, June 11, 1863.

Kingman, Henry C. (quota of Rochester), 23d regiment, Co. D. Died in Libby prison, Richmond, Va., August 6, 1864, of wounds received at Drury's Bluff.

Kubler, John F., Sergeant, 3d regiment heavy artillery, Co. B. Died at Sanitary Commission Hospital, Washington, November 13, 1864. Grave in Rural Cemetery.

Lally, Michael, 3d regiment cavalry, Co. A. Died of wounds at Winchester, Va., November 7, 1864.

Landers, Joseph N., 41st regiment, Co. A. Died at Baton Rouge, La., March 20, 1863.

Lawrence, George H., 3d New Hampshire regiment, Co. E. Killed at Morris Island, July 27, 1863.

Lawton, David, 2d regiment heavy artillery, Co. F. Died November 15, 1864, at Newbern, N. C.

Leavens, James H., Sergeant, 18th regiment, Co. A. Killed at Gettysburg, Pa., July 2, 1863.

Lee, John, 41st regiment, Co. A. Died at home, June 11, 1863. Buried in Oak Grove Cemetery.

Lemunyon, Luther W., 26th regiment, Co. G. Died at New Orleans, October 25, 1863.

Leonard, Stephen H., 3d regiment cavalry, Co. A. Died September 24, 1864, at Winchester, Va., of wounds received September 19.

Leonard, Thomas W., 47th regiment, Co. D. Died at Camp Parapet, Carrollton, La., July 15, 1863.

Lines, Samuel, 24th regiment, Co. F. Killed at Newbern, N. C., March 14, 1862.

Look, Gilbert A., 2d regiment heavy artillery, Co. E. Died in Newark, N. J., June 8, 1864.

Louden, Edward (quota of Westport), 22d regiment, Co. G. Died at Andersonville, Ga., October 11, 1864.

Low, Robert A., 55th regiment, Co. B. Died at Boston, January 5, 1864.

Lucas, Charles A., Sergeant, 3d regiment cavalry, Co. A. Died at Port Hudson, La., November 30, 1863. Grave in Oak Grove Cemetery.

Lucas, George F., 20th regiment, Co. D. Killed at Gettysburg, Pa., July 3, 1863.

Luce, Lewis P., 3d regiment cavalry, Co. C. Died at Baton Rouge, La., August 20, 1863.

Luce, Nathaniel R., Musician, 6th company heavy artillery. Died at New Bedford, February 29, 1864.

McDevitt, Hugh, 3d regiment cavalry, Co. A. Killed at Winchester, Va., September 19, 1864.

McGowan, John, 2d regiment heavy artillery, Co. H. Died at Andersonville prison, June 25, 1864.

Mack, Andrew N., 58th regiment, Co. E. Killed at Cold Harbor, June 3, 1864. Grave in Rural Cemetery.

Macy, Charles G., 18th regiment, Co. I. Died at Andersonville, Ga., September 1, 1864.

Manchester, William E., 18th regiment, Co. F. Killed at Bull Run, August 30, 1862.

Marcy, Charles, 11th regiment, Co. K. Killed May 6, 1864, in the battle of the Wilderness.

Marshall, Augustus L., 4th regiment cavalry, Co. E. Died August 21, 1864, at Fortress Monroe.

Martin, Thomas (of California?) First Sergeant, 2d regiment cavalry, Co. K. Killed in action, August 27, 1864.

Maxim, David, jr. (quota of Worcester), 3d regiment heavy artillery, Co. B. Died in Washington, March 18, 1865. Grave in Oak Grove Cemetery.

Maxwell, Luther, 8th Maine regiment, Co. E. Died at Point of Rocks, Md., October 11, 1864.

Miller, Luke, 20th regiment, Co. G. Wounded at Gettysburg; died at Andersonville, October 1, 1864.

Milliken, Albert F., Corporal, 5th battery. Killed at Gaines Mills, Va., June 27, 1862.

Morris, William H., 54th regiment, Co. K. Missing since action of Olustee, Fla., February 20, 1864.

Mosher, Philip (of Raynham?), 4th regiment cavalry, Co. B. Prisoner at Gainesville, Fla. Died in hands of enemy.

Noland, Joseph, 25th regiment U. S. colored troops, Co. H. Died at Fort Barrancas, Fla., June 16, 1865.

Norton, William S., 3d regiment cavalry, Co. A. Died at New Orleans, January 29, 1864.

Nye, Ephraim B., Second Lieutenant, 14th battery. Killed at Petersburg, Va., March 25, 1865. Buried at Pocasset.

Nye, Franklin, 3d regiment cavalry, Co. C. Killed at Port Hudson, November 30, 1863.

O'Brien, Daniel (of Boston?), 20th regiment. Co. D. Killed at Ball's Bluff, October 21, 1861.

Oliver, Charles H., Quartermaster-Sergeant, 4th regiment cavalry, Co. B. Died a prisoner at Albany, Fla., January 6, 1865.

Oliver, Horatio G., jr., Sergeant, 4th regiment cavalry, Co. B. Died in hands of enemy at Wilmington, N. C., March 4, 1865.

O'Malley, Owen, 7th regiment, Co. H. Died at Chancellorsville, Va., May 3, 1863.

Ormond, Patrick, 23d regiment, Co. D. Supposed to have died at Andersonville, December, 1864.

Orne, George, 3d regiment, Co. F. Died January 30, 1863, at Boston.

Palmer, George S., 18th regiment, Co. H. Died at Farley Hospital, Washington, November 14, 1863, of wounds received at Rappahannock Station. Buried in Oak Grove Cemetery.

Pearson, William, 3d regiment cavalry, Co. B. Killed at Jackson, La., August 3, 1863.

Penniman, James M., 32d regiment, Co. G. Died at Annapolis, February 26, 1865.

Perry, Oliver H., 157th Pennsylvania regiment. Died June 20, 1865.

Place, Henry, veteran reserve corps. Died at Harwood Hospital, Washington, D. C., January 18, 1864.

Potter, Walter A., 23d regiment, Co. D. Killed at Newbern, March 14, 1862.

Pugh, Sampson, 5th regiment cavalry, Co. D. Died at David's Island, N. Y., October 26, 1865.

Records, Lemuel S., 33d regiment, Co. I. Died in hospital at Lookout Valley, Tenn., April 1, 1864.

Reed, Isaac, 18th regiment, Co. A. Died at Florence, S. C., September, 1864.

Reichmann, Edward, Corporal, 47th regiment, Co. D. Died September 24, 1863.

Richmond, Cyrus A., Corporal, 1st regiment cavalry, Co. K. Died at home, November 1, 1862. Grave in Rural Cemetery.

Rodgers, William T, 18th regiment, Co. I. Died September 16, 1863, at Newark, N. J.

Rodman, William L., Lieutenant-Colonel, 38th regiment. Killed at Port Hudson, May 27, 1863. Buried in Oak Grove Cemetery.

Ryan, James P., 38th regiment, Co. H. Died at University Hospital, New Orleans June 4, 1863.

Sargeant, Joseph A., Sergeant, 3d regiment cavalry, Co. A. Died at Annapolis, March 12, 1865.

Scannell, John, 9th regiment, Co. K. Died of wounds, July 1, 1862.

Sears, Charles H., 23d regiment, Co. D. Died at Newbern, January 1, 1863, of wounds received in the battle of Whitehall, December 16, 1862. Grave at South Dartmouth.

Sekell, Isaac W., 3d regiment cavalry, Co. A. Died at Chestnut Street Hospital, Philadelphia, January 12, 1865.

Shepherd, Eugene (quota of Chelsea.) Died at Nashville, Tenn., January, 1865.

Shepherd, James P., 18th regiment, Co. A. Died at West Philadelphia, July 18, 1863, of wounds received at Gettysburg. Buried in Rural Cemetery.

Sherman, William F., 31st Maine regiment, Co. C. Died at Millen, Ga., October 30, 1864.

Simmons, Charles H., 6th company heavy artillery. Died in hospital at Clark's Point, New Bedford, October 19, 1863.

Simpson, George, 20th regiment, Co. G. Killed at Ball's Bluff, October 21, 1861.

Smith, James, 20th regiment, Co. D. Died December 20, 1862.

Smith, Matthew, 20th regiment, Co. D. Died December 11, 1862, at Falmouth, Va.

Smith, Michael, 3d regiment cavalry, Co. A. Died at Fort Kearney, August 24, 1865.

Smith, Octavius C., Sergeant, 33d regiment, Co. I. Killed at battle of Wauhatchie, Tenn., October 29, 1863.

Soule, Henry W. 5th battery. Killed at Gettysburg, July 2, 1863. Grave in Oak Grove Cemetery.

Spooner, Francis, 18th regiment, Co. A. Died at Andersonville, Ga., August 3, 1864.

Stowell, Columbus, 4th regiment cavalry, Co. B. Died in prison at Charleston, S. C., October 15, 1864.

Swain, Charles B., 1st regiment cavalry, Co. K. Died at Beaufort, S. C., November 4, 1862.

Sweeney, William A., Corporal, 33d regiment, Co. I. Killed at battle of Resaca, Ga., May 15, 1864.

Taber, Samuel H., 58th regiment, Co. E. Died at Danville prison hospital, August 31, 1864.

Thatcher, William H., 6th company heavy artillery. Died at Fort Davis, D. C., June 27, 1864.

Thompson, James, 13th battery. Drowned at Hampton Roads, Va., February 1, 1863.

Tillinghast, Charles F., 3d regiment cavalry, Co. A. Prisoner at battle of Cedar Creek. Died in prison at Salisbury, N. C., June 9, 1864. Monument in Rural Cemetery; it is not known where his body is laid.

Tillinghast, Thomas G., Sergeant, 3d regiment cavalry, Co. A. Died at Winchester, Va., October 20, 1864, of wounds received at Cedar Creek. Monument in Rural Cemetery; it is not known where his remains were laid.

Tirrill, Charles F., 7th regiment, Co. I. Killed at Fredericksburg, December 13, 1862.

Torrence, Abraham P., Corporal, 54th regiment, Co. C. Killed at Fort Wagner, July 18th, 1863.

Tripp, Ebenezer, 20th regiment, Co. G. Killed at Ball's Bluff, October 21, 1861.

Tripp, James H., 47th regiment, Co. D. Died June 4, 1863, at Carrollton, La.

Tripp, Jireh B., 23d regiment, Co. D. Died in Libby prison, Richmond, Va., October 14, 1864.

Tripp, Leander A., Sergeant, 38th regiment, Co. H. Died June 30, 1864, at Morganza, La.

Tripp, William H., 23d regiment, Co. D. Killed before Petersburg August 16, 1864. Grave in Rural Cemetery.

Tuckwell, Charles F., 23d regiment, Co. D. Died at Newbern, May 9, 1862. Grave in West Cemetery.

Turner, Treadwell, 54th regiment, Co. C. Killed at Fort Wagner, July 18, 1863.

Urban, Henry, 20th regiment, Co. C. Died January 7, 1865.

Viall, George M. (of Providence?), 41st regiment, Co. A. Died at Baton Rouge, May 15, 1863.

Watson, Samuel J., Second Lieutenant, 58th regiment, Co. E. Died at home, December 11, 1864, from want and exposure in Danville prison, Va. Grave in Rural Cemetery.

Weaver, Norbert V., 33d regiment, Co. D. Mortally wounded at Cold Harbor, June 3, 1864. Monument in Rural Cemetery.

Welsh, Edward G., 3d regiment cavalry, Co. A. Killed at battle of Cedar Creek, Va., October 19, 1864.

Welsh, William H., 3d regiment heavy artillery, Co. D. Died at Gallop's Island, Boston Harbor, September 15, 1865. Grave in Catholic Cemetery.

Whalon, Joseph, 18th regiment, Co. B. Died May 6, 1862, at Yorktown, Va.

Whitehall, John D., 2d regiment cavalry, Co. I. Died at Gloucester Point, Va., March 31, 1863.

Whitman, Only A., 7th Rhode Island regiment, Co. I. Died at Baltimore, March 30, 1863. Grave in West Cemetery.

Wilcox, Seth A., Sergeant, 3d regiment cavalry, Co. A. Died at home, May 30, 1864. Grave in Oak Grove Cemetery.

Wilcox, William S., 5th battery. Died November 28, 1862, at Falmouth, Va.

Williams, Henry J., 18th regiment, Co. A. Died at Sharpsburg, Md., October 17, 1862.

Williams, William (quota of Belmont), 55th regiment, Co. K. Died at regimental hospital, Folly Island, S. C., August 19, 1864.

Williston, William H., 21st regiment, Co. C. Killed at Newbern, N. C., March 14, 1862.

Wing, John A., 33d regiment, Co. D. Missing in action, May 16, 1864.

Winn, Hugh (of Fall River?) 4th regiment cavalry, Co. B. Died at Florence, S. C.

Wood, Horatio, Quartermaster-Sergeant, 1st regiment cavalry. Died on board steamer Ericsson, June 25, 1862.

Wordell, Charles P., 58th regiment, Co. E. Died in Douglas Hospital, Washington, August 27, 1864, of wounds received at the assault upon Petersburg, July 30, 1864.

Young, Angus W., 18th regiment, Co. D. Killed at Fredericksburg, December 13, 1862.

Young, Nathan L. 54th regiment, Co. C. Wounded at Fort Wagner, July 18, 1863; died at Beaufort, S. C., next day.

SEAMEN.

Almy, Thomas, Acting Master's Mate, steamer Wachusett. Killed at City Point, Va., May 20, 1862.

Andrews, Manuel. Died in Marine Hospital, Chelsea, September 11, 1861.

Avila, Elisha N. (quota of Boston), steamer Benton. Killed at Fort Donaldson, February 14, 1862.

Bly, Horatio T., steamer St. Louis. Died of wounds, October 17, 1862.

Boakim, Emanuel, Steward. Killed August 5, 1864.

Cornell, John M., steamer Mound City. Died March 16, 1864.

Coxen, Edward M. Died of wounds, July 24, 1863.

Dandridge, Andrew, Cook. Died of disease, March 19, 1862.

Francis, Isaac, jr., Acting Ensign, schooner Matthew Vassar. Died May 18, 1863.

Frates, Antone. Killed June 2, 1862.

Fuller, James, frigate Congress. Drowned in Hampton Roads.

Gifford, Charles R. Killed at Brooklyn Navy Yard, June 20, 1862.

Gifford, David S. Died of disease, February 14, 1862.

Gould, John, steamer Herald. Killed October 25, 1863.

Handy, Joshua J., steamer Augusta. Died 1862.

Harrington, Jeremiah, steamer Rattler. Died of gunshot wounds, March 19, 1863.

Howes, Alphonso S., gunboat Sagamore. Died of disease, September 22, 1865, at Marine Hospital, Baltimore.

Hullahan, Thomas (quota of Chelsea.) Died of disease at New Orleans, July 24, 1862.

Jenney, James T., steamer Twilight. Died of disease, March 20, 1863, at Beaufort, N. C. Grave in West Cemetery.

Kempton, Silas W., Acting Master's Mate, steamer Santiago de Cuba. Lost overboard in Chesapeake Bay, March 23, 1865.
Louis, John. Died June 12, 1863.
Lucius, Juan. Died at Brooklyn, May 19, 1865.
McCarty, John. Died of disease, December 8, 1862.
Milan, Michael, frigate Congress. Killed in Hampton Roads, March 17, 1862.
Milliken, Charles E., First Class Boy. Killed in Mobile Bay, August 25, 1864.
Mullany, Philip. Died from casualty, January 26, 1864.
Nugent, Robert N. Died at Charleston, S. C., December 6, 1863.
O'Neil, Cornelius. Lost in steamer Cincinnati, March 27, 1863.
Ottiwell, Nathaniel D., Acting Master's Mate, steamer Cambridge. Died off Cape Lookout, September 27, 1861. Buried at sea. Monument in Rural Cemetery.
Parnell, James E., August 13, 1863.
Pierce, John A., March 8, 1862.
Phillips, Edward, December 19, 1861.
Rogers, Reuben G., September 20, 1862.
Scott, John, November 20, 1861.
Standish, William D., October 1, 1864.
Taber, Daniel G., August 5, 1864.
Thompson, William, May 27, 1863.
Warren, Alvern S., June 18, 1865.
West, William A., April 16, 1863.
Wordell, Gardner R., April 19, 1864.

LIST OF NEW BEDFORD SUBSCRIBERS TO THE "BUNKER HILL MONUMENT."[1]

These funds, $642, were raised in 1836, and given by the following persons in sums of $1 to $25. These names are copied from the original subscription papers now in the possession of our Free Public Library: John H. Clifford, Eli Haskell, C. H. Warren, Oliver Crocker, W. R. Rodman, Matthew Howland, Joshua Richmond, R. R. Crocker, Henry Grinnell, T. Riddell, Robert Gibbs, Alfred Kempton, Jireh Perry, E. M. Robinson, Gideon Allen, Hervey Allen, Gilbert Allen, George Hussey, Paul Spooner, A. Gooding, J. Bourne, jr., A. T. Crocker, W. H. Hathaway, A. H. Seabury, J. C. Delano, G. R. Thornton, Josiah Burgess, Franklin Tobey, W. R. Grinnell, Francis B. Greene, E. H. Doolittle, Nathaniel, Spooner, C. W. Morgan, Elkanah Tallman, M. H. Grinnell, J. B. Congdon, Louis Congdon, I. H. Bartlett, W. Hathaway, jr., George F. Hussey, F. S. Hathaway, R. C. Anthony, Joseph Dunbar, Joseph Dunbar, jr., George Howland, jr., W. H. Allen, W. B. Benedict, Alfred Gibbs, Alfred Seymour Gibbs, E. P. Haskell, A. H. Campbell, Willard Nye, Horatio Greene, Lemuel S. Williams, Francis Grinnell, J. Williams, jr., Robert B. Greene, Samuel Southgate, Henry H. Crapo, Hay-

[1] See page 286.

don Coggeshall, Joseph G. Dalton, jr., Joseph Grinnell, W. H. Russell, Gilbert Russell, Robert Swan, W. R. Anthony, Edward R. Anthony, Thomas R. Anthony, Joseph R. Anthony, Eben Perry, W. W. Swain, W. S. Brownell, C. Hamlin, John Gifford, Josiah B. King, James D. Thompson, A. C. Barney, George O. Crocker, W. H. Stowell, John C. Haskell, Jacob Parker, Thomas Cose, I. W. Brownell, James Wady, Isaac D. Hall, Josiah Sturgis, Joseph Ricketson, Daniel Ricketson, Joseph Ricketson, George A. Bourne, James H. Crocker, E. H. Chaddock, David Coffin, Charles S. Clapp, Elisha Dunbar, Lawrence Grinnell, R. S. Watson, Oliver Prescott, Joseph G. Grinnell, R. A. Bennett, Benjamin Clark, S. G. Stevenson, Dennis Wood, Edward C. Jones, J. C. Parmenter, James H. Howland.

AVERAGE PRICES OF SPERM OIL, WHALE OIL AND WHALEBONE FOR 25 YEARS.

	Sperm Oil.	Whale Oil.	Whalebone.
1891	$0.69	$0.47	$5.38
1890	.65	.42	4.22
1889	.65⅜	.38	3.50
1888	.62	.35	2.78
1887	.66	.32	3.12
1886	.74½	.33	2.73
1885	.82	.45	2.68
1884	.85	.56	3.55
1883	.97	.54	2.87
1882	1.06	.53½	1.71
1881	.88	.48	1.63
1880	.99	.51	2.00
1879	.84½	.39	2.34
1878	.91½	.44	2.46 currency
1877	1.13	.52	2.50 currency
1876	1.40½	.61	2.14 currency
1875	1.60½	.65¼	1.12¾ gold
1874	1.59	.60½	1.10
1873	1.48	.62	1.08
1872	1.45¼	.65⅛	1.28½
1871	1.35	.60	.70 gold
1870	1.35⅓	.67¼	.85
1869	1.78	1.01¾	1.24
1868	1.92	.82	1.02½
1867	2 23½	.73¼	1.17½
1866	2.55	1.21	1.37

AVERAGE TEMPERATURE IN NEW BEDFORD FROM 1813 TO 1891 INCLUSIVE, A PERIOD OF 79 YEARS.

	Degs. F.		Degs. F.
January	28.34	July	69.51
February	28.95	August	68.28
March	34.88	September	61.83
April	44.36	October	51.96
May	54.66	November	41.83
June	64.03	December	32.00

AVERAGE RAINFALL AT NEW BEDFORD FROM 1814 TO 1891 INCLUSIVE, A PERIOD OF 78 YEARS.

	Inches.		Inches.
January	3.97	July	3.36
February	3.83	August	4.21
March	4.24	September	3.52
April	3.95	October	3.88
May	3.99	November	4.33
June	3.19	December	4.09

The above tables are kindly furnished by Thomas R. Rodman, esq.

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